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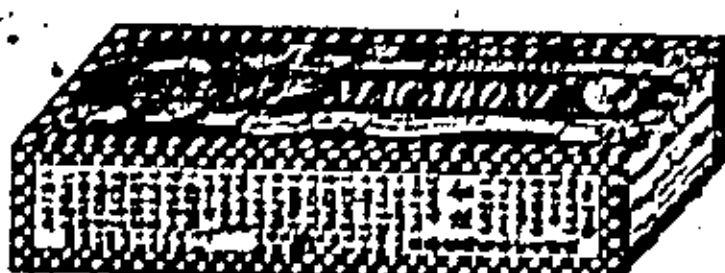
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THE LATE MR. ANDREW
CARNEGIE.

BUSINESS AND PHILANTHROPY.

[By H. C. BAILEY.]

"Andrew Carnegie is dead. The words sound like an echo of the distant past. The name of Carnegie is linked with hopes or dreams of an age of peace and placid jurisprudence in a trim palace at the Hague composing the quarrels of nations. It suggests a world blooming with free libraries, and industrious populations improving their minds by the study of masterpieces. It recalls great gifts to universities designed to secure that there should indeed be a career open to every man's talent, fortune for anyone who has thrift and brains. So we have for many a year thought of Andrew Carnegie as the model millionaire. He seemed to be an incarnation of the ideals of the Victorian age. He would have made the most sublime example for the gospel of self-help as preached by the late Samuel Smiles. He had all the virtues of that school and of the age which produced it. He did not escape some of its failings. No breath of scandal ever touched his name. He rose to fortune, passing the dreams and almost the comprehension of avarice, by means which even his enemies could not attack. Caution, shrewdness, foresight, great organising power, these were his weapons in the fight for dollars. The methods of brigandage or fraud which have helped other magnates of industry to their thrones did not appeal to Andrew Carnegie. It was not cut or hypocrisis which made him in season and out of season in the fight against speculation. With the age in which he was born he believed fervently in the rule of individualism. The famous declaration, "We are all Socialists now," must have disgusted him. His history must not be forgotten to record some bloodstained conflicts with labor unions. How far he was responsible for the Homestead strike, with its appalling violence, is much disputed. But certainly he could on occasion stubbornly maintain a right to do as he would with his own. It is a mark of the same spirit that all his charities, manifest as they were, were designed to foster individual effort. Provision for old age, if it were the old age of those who could point to long years of service, he was not unwilling to make when he established a great scheme of pensions for teachers. Rewards for deeds of distinction he might give, and the "Hero Funds" were founded. But the vast majority of his benefactions were planned to bear fruit in the future. His two libraries, his opening of the Scotch universities, and all his other innumerable gifts to education were dictated by his faith in the principle of self-help. He was fond of advising young people to say to themselves, "My place is at the top. One of his favorite maxims was Emerson's, "No one can cheat you out of ultimate success but yourself." So he set himself to give everyone the chance to climb, confident that in stimulating their efforts to excel and helping each other he was doing his duty by the world.

With all his faith in individualism, he did not consider himself ultimately the rightful owner of his vast wealth. He had, naturally, no sympathy with the vulgar objection to millionaires, maintaining that as administrators they are, on the whole, well worth their cost to the community. He was fond of pointing out that "the masses of the people in any country are prosperous and comfortable just in proportion as there are millionaires," an argument well calculated to appeal alike to the commonsense and the vanity of the American people. But he would not frequently proclaim that strength of his riches disengaged him from the English fiscal system, and he applied the introduction of death duties to the English fiscal system, and he courageously declared that "there is no objection whatever to one-half of the millionaire's wealth being taken by the State at his death." On Andrew Carnegie's lips such a protestation was no mere pretence. Some time before he died, his fortune was estimated at \$400,000,000. But his known benefactions had even then cost him more than \$160,000,000. Here is the schedule:

Libraries	\$10,400,000
Pension Funds	3,000,000
Carnegie Institute, Pittsburgh	3,200,000
Carnegie Institution, Washington	5,000,000
Peace Foundation	2,000,000
Scottish Universities	2,000,000
Hero Funds	1,800,000
Carnegie Steel Company's Employees	1,000,000
Dunfermline Endowment	1,000,000
Peace Temple, The Hague	350,000
Polytechnic School, Pittsburgh	400,000
Allied Engineers' Societies	200,000
Bureau of American Republics	150,000
Small Colleges in the United States	4,000,000
County of Cambria, Pennsylvania	120,000
The Fight Pellagra	500,000
King Edward's Hospital Fund, London	100,000
Miscellaneous in the United States	3,000,000
Tradesmen's Associations	80,000
Miscellaneous in Europe	50,000
Carnegie Corporation of New York	5,000,000
Dunfermline Trust (additional)	2,000,000
Total	\$46,160,000

The basis of this munificence was the shrewdest of eyes for the main chance. He could drive as hard a bargain as any man, and was proud of it. When a Committee of Congress was investigating the affairs of the Steel Trust, Carnegie, called on subpoena, said blandly, "I am surprised I could have been such a fool as to sell my property to the Steel Corporation on the basis of \$280,000,000." One of his favorite stories was to tell how in early life he had the better of J. D. Rockefeller in a deal. But for all his zest in making money, no doubt, he was sincere when he declared that he looked upon his wealth as "a sacred trust" to be administered for the good of others. He openly declared his belief that democracy would not much longer tolerate the present unequal distribution of wealth. The solution which he expected, was, in accordance with his general trend of thought, an extension of the co-operative system, that is, a wider distribution of capital, not Communism or Socialism.

SIMPLICITY OF LIFE

In his private life he was altogether free from those vulgarities which some wealthy Americans delight to display. Anything blatant, anything ostentatious—to leave uglier matters out of the question—would have been repugnant to him. Indeed, a man who made Herbert Spencer and Lord Morley his friends could hardly have much relish for the gaudiness of wealth. He owned, as all the world knows, a castle in the Highlands. But unless he was entertaining guests at Skibo, his wife and he lived in a little cottage or a not much larger bungalow in the neighbourhood. He played golf, and would declare for he had no difficulty in joking that it was his "one serious interest." He was an ardent fisherman. But his tastes may be best illustrated by two haphazard instances. He would never own that common property of American millionaires, a private railway car. He preferred to travel like the rest of the nation. Though he loved the opera, and was often to be seen there, he would never take a box.

No sketch of his character would be complete without a word of his personal opinions. "If ever I had a word of advice," he said, "my motto would be, 'All's well, since all grows better.' My theory is that there is nothing in the world that is not improving, and there is no limit to the ascent of man. I would not say that ultimately there will not be perfection here in this life upon earth. The long I live, the more I am brought into contact with men and women of such angelic natures that all I can say is, if the angels in heaven are much better they run the risk of being so good 'as to be good for nothing.' Perhaps we may connect with this charitable and hopeful view of human nature his attitude to religion. When he was living at Skibo, Mrs. Carnegie conducted a service at the castle for the tenants of the estate every Sunday evening. But he said once that at the great asize a man may be sure how he has worshipped God will not be asked, but how he has served man. Andrew Carnegie held that there was truth in all religions, but in no one, and in spite of his readiness to give, he would never subscribe to foreign missions.

His sanguine optimism, too, inspired him to efforts in the cause of universal and perpetual peace, which now seem strangely aloof from reality. War, he proclaimed, "is the foulest blot on civilisation," and whatever judgment posterity may pronounce upon that charge, we who bear the burden of the struggle for civilisation against savagery, can hardly imagine that it will arouse in him any other feeling than that of relief. With Andrew Carnegie's reasons for being pacifist, "Honour," he wrote, "is the most dishonoured word in our language. No man ever toughed another man's honour, no nation ever dishonoured another nation. All honour's wounds are unhealed." But our day has seen the martyrdom of Belgium. The truth is that Carnegie in his strength and his weakness, was a child of the Victorian age. The gospel of the Manchester school—and we need not forget that there was truth in that gospel—was good enough for him. It did not include the old error that there are causes for which men will die and must die and ideals nobler than prosperity.

A portrait of Andrew Carnegie in his later years would show a man much below the middle height, and not very stoutly built. For many years his hair and beard had been white, and this, with the pallor of his complexion, made his dark eyes seem extraordinarily keen and bright. The smallness or fragility of the man was oddly contrasted with the square strength of his limbs and jaw. It was by this, even more than the fire of his eyes, that he gave an impression of power and determination. His hands and feet were extraordinarily small, and, perhaps, he had a little guileless vanity about them. But otherwise he took little interest in his appearance. It has been said that he was always shabby, and always had a hat too large for him. This, too, is a picturesque exaggeration, but he doubt, is fairly as a rule, carefully, if not badly, dressed. Many photographs give him an air of eager precision and defiance, if not truculence, which was certainly not characteristic. He seemed to work, rather than to live, the battle of life. Such at least he was in his later years. But in spite of indifferent health, his energy was abundant until extreme old age.

THE BOBBIN BOY.

There are many elements of the picturesque in the story of Carnegie's life. He began the world without a penny. He retired from business sixty years after to put in the two richest men in the world—to put in some \$200,000,000. In this he was a man of "trusts," vast combinations of capital and factory and grandiose industrial enterprise, Andrew Carnegie built up a manufacturing firm which eclipsed every other in the world. The history of record of success so rapid and so vast. It was won by a man who had no training for his life-work. The greatest of iron masters knew nothing of metallurgy. His history reads not so much like a record of rare commercial genius as an old-fashioned novel with an instructive moral, another version of the tale of the virtuous apprentice, for his thrift and industry was rewarded with a fortune in blessings. And finally, we may hope, his career sums up the economic history of the nineteenth century. His father was ruined by the industrial revolution, by the introduction of machinery which destroyed the old handicrafts. To the stupendous development of mechanical and scientific methods in manufacture, Andrew Carnegie owed all his millions. Carnegie was born in Dunfermline in November, 1835, in a one-story cottage, which still stands to commemorate the man. In one of its low bare rooms William Carnegie, the father, toiled early and late at damask weaving, and found it hard to provide for the wants of his small family, for those were the days when steam-power was fast thrusting hand-labour aside in everything connected with the textile industry. Factories, in which steam looms performed the weaving process with ten times the rapidity of the old hand-loom, were being established in all large manufacturing centres,

and ultimately several were put up in Dunfermline, and a day came when William Carnegie's employer told him that it would be impossible to give him any further weaving to do at home. Andrew Carnegie in his later years could still vividly remember the time when his father returned to the cottage after delivering his last piece of work, and had to tell his wife that his old means of livelihood had been taken from him. The lesson burnt deep into my heart, Andrew would say, though he was but 10 years old when it came. He resolved, child as he was, to raise himself and his family beyond the danger of such tragedies of helplessness. Perhaps the most important part of the lesson to an ambitious boy was not the revelation of the perils of a hand-to-mouth existence, but the proof that the future of industry was dependent on machinery.

William Carnegie could see no future for his craft or himself or his family in the old country. His wife and he resolved to sell the looms and the cherished home, and emigrate to America. There the two boys Andrew and Thomas might find some better chance of fortune. The Carnegies had friends in Alleghany City, Pennsylvania, and thither they went. Dunfermline was no more wanted there than in Dunfermline. William Carnegie found work in a textile factory. At the age of 12 Andrew Carnegie began to earn his own living as a bobbin boy in the same mill. His wages were \$1.20 a week—say, 38¢. Two years later, as he tells in his own account of his life, he "was the happiest boy alive" when he obtained employment at \$2.50 (10s.) a week as a telegraph messenger.

When not delivering messages young Carnegie, instead of reading the adventures of "Dead-eye Dick, the Terror of the Plains," was listening to the clicking telegraph instruments. "The tick of the instrument fascinated me," he wrote years afterwards. "I tried to understand it by listening by going to the office early and playing with the key, and I was soon able to receive any message by ear alone. This was a real achievement. At that time there were only two other persons in the country who could take messages by ear expeditiously. Young Carnegie soon became a regular operator at \$25 (\$2 1/2) a month. His father having died, the youth had become the family's main support, for Tom Carnegie was too young to help.

A RAILWAYMAN.

And now came the tide in Carnegie's life which took him to the flood, on to fortune. "Tom" Scott, the great Thomas A. Scott, president of the Pennsylvania Railroad, took a fancy to the young man. There was no better telegraphist in Pittsburgh, and Colonel Scott made him his private operator, at \$35 a month. As private operator he so won the railroad magnate's confidence that he became his private secretary, and then he was on the high road to wealth.

It was Colonel Scott who first taught the youth how to make money earn more money—a lesson Carnegie never forgot. His mother mortgaged their house, into which had gone all the family savings. With the \$600 thus raised, Andrew bought Adams Express stock, on his astute employer's advice. The investment paid him \$10 a month, and the mortgage was soon removed. Scott, he interested President Scott in T. T. Woodruff's model of a sleeping-car. The Pennsylvania Railroad took it up, and Carnegie, when the company was incorporated, was "let in on the ground floor," as American promoters say. He had to borrow the money to pay the first assessment on his shares, but the cars afterwards paid handsome dividends on their earnings. "And thus," he wrote in his "Triumphs of Democracy," "I did get my foot on fortune's ladder. It is easy to climb after that." It is a proof of his foresight that Woodruff's tiny model was the germ of that great institution which we know as the Pullman car.

When the American war broke out the great Tom Scott was made Assistant Secretary of War. He remembered young Carnegie, and called him to Washington to undertake the organisation of the railway and telegraph service of the Federal Army. The work was well done, but it drove Carnegie abroad for awhile. There arose pleasant irony in the fact that the ardent apostle of peace at any price gave some of the best years of his young manhood to work for his country's army.

FROM OIL TO STEEL.

Before "the gun that blazed above Fort Sumter" had begun the great war, Carnegie had "struck oil," and struck it rich. Like Mr. Rockefeller, he was in at the start. In 1862, with several associates, he purchased the Storey Farm, on Oil Creek, Pennsylvania, for \$40,000. It proved what prospectors call a bonanza. In one year he paid \$1,000,000 in cash in oil. With the money he had made in oil Andrew Carnegie—the bobbin boy—was now a capitalist—dropped petrol and took up iron. Before the war Pittsburgh was already a busy centre of industry, and rapid development was in progress all round. Andrew Carnegie, looking on from his post of vantage at the headquarters of the railway, saw around him a scene of bustling energy which yielded fresh fuel to the fires of his ambition, and he came to the determination to force himself into a still more prominent position in the building up of this great and growing community. As he watched the trains of coal wagons come in day by day from the scarred and scorched hillsides where the mines were being worked, the future ironmaster was possessed with an enthusiastic desire to be one of the leaders of the New Inferno. It happened about this time that the Pennsylvania Railway Company decided to supersede their wooden railway bridges, such as were usual in those days in America, by iron structures, and the first bridge to be changed was the one at Pittsburgh, which was under Carnegie's control. This was his first great opportunity. "He saw that iron was destined to supplant wood for bridges, and he resolved, if possible, to be a leader in this great work of transformation. To think that was a bold step of proposing to undertake the iron bridge-work for his railway company, and the result was the establishment under his direction of the Keystone Bridge Ironworks at Pittsburgh.

This company was prosperous from its foundation, and a revolution in American engineering practice may be dated from its construction of the first iron bridges that spanned the Ohio River. The Union Iron Mills, his next venture, proved no less successful. In 1868 the rising ironmaster, now on the flood tide of prosperity, paid a visit to England. Here he saw that the railway companies were substituting steel rails for iron. The Bessemer process had revolutionised the manufacture, and made this change possible. He had already secured the Edgar-Thomson Steel Rail Works, and very soon he was turning out rails with which, and by the aid of high protective duties, he was able to compete with English manufacturers in the American market, and almost to dictate his own prices to the proprietors of the 200,000 miles of United States railways. Never before did such an opportunity present itself to a manufacturer of iron and steel, and the world may never see such another. The net result was that by 1888 Mr. Carnegie had bought out his rivals of the Homestead Works at Pittsburgh, and had acquired seven distinct works for the production of iron and steel, all within a radius of five miles of Pittsburgh, with an aggregate productive capacity of 1,400,000 tons of pig-iron per month and 160,000 tons of steel ingots.

The penniless bobbin boy became a millionaire at 30. By the time he was 50 his steel factories employed an army of 15,000 men. In mining, in coke production, and other subsidiary industries he had under his control as many more. The capital value of his interests he put at \$25,000,000.

His business career ended with the formation in the spring of 1901 of the American Steel Trust. When that vast organisation was established, mainly by the efforts of the late J. Pierpont Morgan, the Carnegie properties formed its foundation. Thus the Carnegie interest was more than \$120,000,000. Andrew Carnegie retired from business at the age of 64, "on the basis," as he put it, of \$25,000,000.

One chapter of effort was closed. Another was swiftly begun. The money had been made. The next thing was to spend it. The chief occupation, it would seem, of the rest of Andrew Carnegie's life was the establishment of free libraries.

NOTABLE GIFTS.

But it was not on libraries alone that Carnegie's millions were lavished. We have spoken of his sanguine faith in international arbitration, and the coming reign of peace. He hardly set any bounds to the hopes raised by the first Hague Conference, and poured out money to build in its honour The Hague Temple of Peace. More grandiose, equally sanguine was his establishment of a trust fund of \$2,000,000, "to hasten the abolition of international war, which is the foulest blot on civilisation." The trustees were to use their own judgment in working for this purpose. Andrew Carnegie expected that the day would come soon.

"When war is discarded," he wrote, "as duelling and slavery have been discarded by the English-speaking race, the trustees will consider what is the next most degrading evil whose banishment will most advance the progress, elevation, and happiness of man. And so, onward from century without end, my trustees of each age shall determine how best to aid man in his upward march to higher and higher stages of development, for now we know that man was created not with an instinct of his own degradation, but that he is imbued with a desire and power for improvement to which, perchance, there may be no limit short of perfection, even here in this life on earth." This idea was a favourite of his. It occurs, even with an identity of phrase, more than once in his writing.

The gift to the Scottish Universities was of signal importance. One man's act established a national system of education, for which there is no parallel in the world. Thanks to Andrew Carnegie, every native of Scotland can, if he works, obtain all that a University has to give.

Mr. Carnegie was not only a founder of libraries, but a writer of books.

Maintaining throughout his life his native love of sports and open-air recreation, Carnegie in this respect was very much more fortunate than any other brother millionaires to whom the accomplishment of ambition has often left little more to live for. He never sank himself completely in those tremendous enterprises which would have absorbed the vitality of a less strenuous man.

Andrew Carnegie was a great maker of aphorisms. Many of them are as good as the best proverb. For their wit and shrewd sense, and perhaps also for their very human limitations, they well deserve to be collected. Here is a brief and hasty list:

"In looking back you never feel that upon any occasion you have acted too generously, but you often regret that you did not give enough."

"A great thing this instantaneous photo-apply; one has not time to look his very best before he is taken."

"Individualism will continue, but the millionaire will be only a trustee for the poor."

"There is no price too dear to pay for perfection."

"Be King in one line, not a Jack of all trades."

"For heaven our home, substitute home our heaven."

"Break orders to save owners every time."

"Put all your eggs in one basket and then watch that basket."

"The next moment is our aim; the next we never see."

"There is one sure mark of the future millionaire: his revenues always exceed his expenditures."

"Be your own boss as soon as you can; try it on early."

"Work that one is not glad to do never amounts to much. Smith all the time."

"The aim of the millionaire should be to die poor, and thus avoid disgrace."—Daily Telegraph.

CANTON NEWS.

October 1st.

SEQUEL TO THE ARREST OF THE STUDENTS.
As a sequel to the arrest of the students at the request of several big companies, large crowds of people are to be seen standing in front of the companies' premises, although many have been dispersed, abusing everyone who comes out.

The people and the students have held a public meeting in the Tung Yuen Garden and passed resolutions to continue to obstruct the importation of the low-grade goods until they are all arrested.

The M.P.s, the members of the Provincial Assembly, the journalists, and other people have announced their intention to boycott the big companies.

THE CIVIL GOVERNORSHIP.
It is stated that the question of the Civil Governorship is to be settled shortly by the appointment of the Treasurer, Yung Wing-tai, to the position. Shum Ming-tai, the Director of the Canton-Samsui Railway, is to succeed to the Treasuryship.

MILITARY AFFAIRS.
Owing to a fire at the military sheds used by the guards of the Military Government a very large quantity of ammunition and several machine-guns were destroyed.

Luk Lai-ching, the new Defence Commissioner of Yanchow and Linchow, has reported that he is about to go there to assume office. Luk, it will be remembered, was the most famous chief of the robbers along the West River and a reward of \$20,000 was offered for his arrest by the late Dowager Empress. He has been a military leader for several years, and is appointed to his present position by order of General Luk Wing-tung.

MILITARY MATTERS.
It is said that many of the military leaders have recently come to Canton at the invitation of the Tuchen, to attend a special military meeting which is to be held in the Tuchen's yamen shortly. Several battalions of Chekiang troops, who were sent to reinforce the Fukien troops by the Peking Government, have recently surrendered to the Canton forces as they have not been paid for months.

The leaders in Swatow have reported that the Fukien Tuchen, Li How-ki, has ordered his troops to prepare for war. Large consignments of arms are being transported to Amoy by gunboats, and other preparations are being made by the troops in the front line.

THE INTERNAL PEACE CONFERENCE.

Wong Yip tong, the chief of the Northern peace envoys, is still rejected by the Southerners, so that the Shanghai conference cannot be resumed. Tong Shiu-yi, chief of the Southern envoys, has tendered his resignation and has returned the seal of office, and certain documents to the Military Government.

THE TRAMWAY CONTRACT.

It is stated that since the Provincial Assembly has been closed the protest against the tramway contract has weakened, many of the members leaving Canton on holidays.

The contractors are consulting the Directors of the Municipal Council with regard to the laying of the rails on the new roads, the construction of which must be completed on the due date.

COMPANY REPORT.

THE DAIRY FARM, ICE AND COLD STORAGE CO., LTD.

The report of the directors for presentation to the shareholders at the twenty-third yearly meeting on October 11th, states:—

The profit for the year ending July 31st, 1919, with the amounts brought forward from last accounts, after writing off \$15,001.14 for depreciation and bad and doubtful debts, and providing for directors' and auditors' fees, amounts to \$200,897.15, from which it is proposed to pay a dividend of one dollar and fifty cents per share, absorbing \$171,000.00; to add \$20,000 to the reserve; to transfer to fire and typhoon insurance fund, \$5,000; and to carry forward \$4,897.15.

SALES OF STEAMSHIPS.

The following steamship sales were reported in August: The Sunderland steamer *Calonne*, 4,001 tons, gross register, built in 1909, was sold for \$200,000, as compared with \$28,750, at which she changed hands in 1915.

The West Hartlepool steamer *Arctine*, of 3,998 tons gross register, built at West Hartlepool in 1912, was sold for \$100,000, and the London steamer *Tanya*, of 2,428 tons gross register, fetched \$25,000.

SPORT.

LEAGUE FOOTBALL.

THE ATTITUDE OF ST. JOSEPH'S COLLEGE.

Our sporting correspondent "Perrinain" writes:—Having invited communications from those connected with the Games Section of St. Joseph's College, denying the truth of my assertion that one of the Kowloon players had been "got at," I must perforce take the letters which appeared in your yesterday's issue as having been written in good faith. It will now suffice to say (1) that my informant who unfortunately for me prefers to be anonymous, still insists—in spite of Yan Langenberg's reported statement to the contrary—that the Kowloon player was approached by one or the other of the two gentlemen who found publicity in your columns yesterday or by someone else very intimately connected with the College; (2) that this same informant I know to be slightly connected with St. Joseph's College; and, (3) that he has been invariably accurate in the past.

In view of a mystifying reference to my "favourite team" in the letter signed "Captain," I think it necessary to state that, if I have any favourite team at all, it is the College team, whom I genuinely admire for the plucky football they played last year. I did not intend to say anything which might be construed as an attack on the College team, but I do know that the tactics of some enthusiastic supporters of that team have not always been what we call "good sport."

LAWN TENNIS.

FINAL OF SHANGHAI MEN'S DOUBLES CHAMPIONSHIP.

The final of the Men's Doubles Championship, played at the Cercle Sportif Français on September 25th, between Messrs. Sheldon and Pott and Mr. Trousaint and Capt. Barrett, resulted in a win for the former by 3 sets to 1, the scores reading 2-6, 9-7, 6-1, 6-4.

FISH HAWKERS' FEUD. TWO MEN STABBED.

The Colony seems to be suffering from an outbreak of feuds between different classes of Chinese. About two months ago the rattan-makers attacked each other with fatal results; then followed a fight amongst Jarding's sugar factory hands; the next disturbance was between chair and ricksha coolies, resulting in a couple of broken heads; and now there is trouble amongst the salt fish-hawkers. On Tuesday afternoon a gang of about 30 strong rushed into a saltfish dealer's store and started a fight. One *foki* was stabbed in the arm, and the proprietor had his head cracked with a bamboo. The Police dispersed the mob and arrested the two ringleaders.

Yesterday morning a fresh outbreak occurred. A number of men mobbed another fish-stall and stabbed a *foki* rather seriously in the back, the injured man being removed in an ambulance to the Government Civil Hospital. The Police made five arrests.

The two men arrested on Tuesday were charged at the Magistracy yesterday, with assaulting the proprietor of a fish-stall.

Inspector Macdonald stated that on Monday morning a salt-fish hawker went to complainant's fish-stall and ordered salt fish to the value of \$10. The complainant executed the order and was then told that the fish would have to be kept for another day, when the hawker would call with the money. The proprietor demanded 50 cents as security, and the hawker refused to pay it. He went away but returned to the shop on Tuesday, accompanied by a gang of 20 or 30 men, and demanded \$50 from the proprietor of the fish-stall, stating that he had been insulted. The proprietor refused to comply with the demand, whereupon one of the defendants stabbed a *foki* in the arm, while the other defendant struck the proprietor on the head with a bamboo. When police-whistles were blown the men ran away, but the two defendants were arrested. Inspector Macdonald applied for a remand as he wished to keep the men in custody so as to prevent any further trouble.

Mr. Smith remanded the case.

COTTON AND YARN MARKET.

Messrs. S. D. Setna & Co. of Hongkong, in their market report covering the period from 1st to 30th September state:—

COTTON.—There is nothing fresh to report. The market is bare of stocks. Nominal quotations:—Indian, at \$40 to \$55 per picul; Chinese, at \$45 to \$55 per picul.

INDIAN YARN.—During the early part of the period under review our market ruled weak and sales were reported at low rates; latterly the market has recovered and prices show a good improvement of \$5 to \$7 per bale all round. Sales are reported of about 7,300 bales, comprising about 4,500 bales of No. 10, 1,500 bales of No. 12, and 1,300 bales of No. 20s. Unsold stock is estimated at about 5,000 bales; sold but uncleaned stock at about 20,000 bales.

THEFT OF JEWELLERY.

MAN AND WOMAN IMPRISONED.

At the Magistracy, yesterday, a Chinese was charged with stealing jewellery to the value of \$237, and his wife was charged with receiving the same, well-knowing it to have been stolen.

The woman stated that a pawn-broker visited her house and gave her the valuables for safe-keeping, promising to return next day. This promise he did not fulfil. He had threatened to strike her if she informed the Police.

Sergeant Ingham said that he searched the house, and the woman showed him her husband's photograph. On taking the photograph out of the frame he discovered a number of pawn-tickets corresponding to the property which had been stolen.

Complainant, a woman, said that she left the jewellery on the dressing-table in her cubicle while she went out to take her breakfast. On her return she found the jewellery had been stolen by somebody who had broken into her cubicle from an adjoining cubicle. The tenant of the floor had since absconded. The male defendant used to be a frequent visitor to the absconder's house, and was there when the jewellery was stolen.

Mr. Smith sentenced the man to six months' hard labour and the woman to three months.

FOOD OBTAINED BY FALSE PRETENCES.

A FOWL THAT WAS FULL OF BONES.

At the Magistracy, yesterday, a Chinese was charged with obtaining food at a restaurant under false pretences and with assaulting the proprietor.

Mr. M. K. Lo appeared for the prosecution.

Complainant stated that defendant and four other men came to his restaurant and ordered a meal, which was served. When a bill for \$1.82 was tendered, defendant said he had no money. When pressed for payment he asked witness to follow him downstairs. Witness complied and then defendant told him "That's all right; I have no money now." One of the party offered to pay, but defendant threatened to strike him. Witness called out for the Police, and was struck by defendant. The other men ran away.

The defendant stated that he refused to pay the money because the fowl served to him was full of bones.

Mr. Lindsell sentenced defendant to four weeks' hard labour on the first charge, and to pay a fine of \$10 on the second charge, with the alternative of fourteen days' hard labour.

PORTUGUESE FINED FOR GAMBLING.

CELEBRATING HIS SON'S BIRTHDAY.

At the Magistracy, yesterday, before Mr. N. S. L. Smith, F. Andrade, a Portuguese, nine Chinese men and three women were charged with gambling on the first floor of No. 19, Belcher Street.

Mr. Leo d'Almada, who appeared for Andrade, stated that his client was the caretaker of Soares & Co.'s godowns and resided at 19, Belcher Street with his wife and family. A number of people visited Andrade's house on Monday, as it was his son's birthday. According to custom, they all indulged in a little gambling. All the other defendants were employed by Andrade in a peanut shop.

A Police-sergeant stated that when he entered the premises he found Andrade acting as "banker," and the others gambling.

Mr. Smith said that he was satisfied that Andrade had acted as "banker," while the rest were gambling. He fined Andrade \$50 and the others \$2 each.

INDIAN CONSTABLE CHARGED.

At the Magistracy, yesterday, Ahamed Khan, an Indian constable attached to the Royal Naval Yard Police, was charged with stealing 40 sovereigns belonging to another Indian constable.

Complainant stated that he placed the sovereigns in his box, and on September 17th discovered they were missing. As a result of enquiries he suspected defendant of stealing the money. He informed Inspector Churche, and defendant's box was searched, the sovereigns being discovered in it.

Defendant stated that the sovereigns belonged to him. Complainant was telling a pack of lies.

Inspector Churche stated that defendant had told Commander Hodgson that he had no money except one sovereign and a few cents.

Defendant replied that he could call a witness to prove that he had bought the sovereigns at a money-changer's establishment.

Mr. Lindsell remanded the case.

THEATRICAL DIVORCE CASE.

MISS MAUD FANE FIGURES AS THE RESPONDENT.

In the Divorce Court at Melbourne on August 20th, reports the Brisbane papers, Edgar Warwick Goodchild, theatrical manager, sought a divorce from May Goodchild, better known by her stage name, Maud Fane, on the ground of misconduct by the respondent with Robert Peel, who was joined as co-respondent.

There was no appearance of the respondent or co-respondent, who, it was stated, had intimated that they did not intend to defend the suit. The marriage took place by special licence at the Registrar-General's office, Hongkong, on March 8th, 1913, the petitioner being at that time 29, and the respondent 23, and they finally separated in 1917.

William Moncrief gave evidence that he served the papers on the co-respondent at Lennon's Hotel, Brisbane, on November 30th, 1915. The respondent was present. The co-respondent asked when the case would come on, and the witness replied about February. The respondent said that he would like to have it before then, as he wanted to leave the country, and to be married before he went. He said: "I am going home; I am entitled to my estate when I get back on reaching the age of 21." He said that his birthday was on December 22nd.

Mr. Justice Cussen: Then this young man seems to have been an infant when he was served with the papers.

David Abraham (solicitor for petitioner) said that on October 23rd, he served the papers in the suit at the Grand Hotel, Melbourne. When she received the papers said: "I suppose I ought to be sorry, but I'm glad."

A decree nisi was granted, with costs against the co-respondent.

The evidence of the petitioner, which was taken on commission in December last before he left Australia on theatrical business, was put in.

HANKOW'S TRADE.

MARITIME CUSTOMS REPORT FOR 1919.

The Maritime Customs report on the trade of Hankow for the year 1919 mentions the difficulties encountered owing to the shortage of freight. The foreign sea trade was the hardest hit during the war, and in view of the large disappearance of this staple export, it says much for the adaptability and possibilities for future expansion of the trade that the port had been able to maintain so good a position in spite of such an aggregation of troubles. The feeling of instability during the year under review might be gauged from the fact of a large quantity of piece goods arrived from Hunan, having been hurriedly re-shipped owing to the danger of looting and incendiarism. The year could not have been a very profitable one for the native merchant, business having been too disconcerted, and great difficulty having been experienced in bringing goods down from the interior owing to disturbed conditions.

The revenue amounted to Hk. Tls. 226,829, a decrease of Hk. Tls. 139,370, the heaviest decline was in export duty, this amounting to Hk. Tls. 330,046. The imports of foreign goods, direct and coastwise, were valued at Hk. Tls. 52,292,935, a decrease of Hk. Tls. 1,804,635 compared with the previous year. In cotton piece goods there was a falling off under most headings. The importation of American kerosene oil fell off by more than 50,000 gallons, while Sumatra and Borneo oils showed a decrease. For the first time on record the imports of Sumatra oil showed an increase on that from America. The heavy decrease in kerosene was largely due to short tonnage and almost prohibitive freights. There was a big demand during the year for old kerosene tins, principally from Japanese for packing purposes.

The exports of Chinese goods abroad and coastwise, including re-exports, amounted to Hk. Tls. 115,958,431. Owing to the decrease in the number of outgoing vessels visiting the port, the direct shipments abroad further dwindled to Hk. Tls. 10,644,027. The export of anti-mony shrank to almost insignificance, an advance of 292,057 piculs, the increase being largely accounted for by the demand from Japan. War conditions gave a great impetus to the dried egg trade, especially to England. The demand for tea from Great Britain was limited to 3,000,000 lbs. during the year, and this amount could be supplied from the old stocks of 1917. Although the position of the China tea market was more hopeful at the end of 1918, it was by no means bright as the European Russian market remained closed.

The value of Chinese produce imported amounted to Hk. Tls. 32,052,143, a drop of over seven million taels. In regard to shipping the total number of entries and clearances was 15,324, with a tonnage of 5,925,693. The actual decrease in the steamers was 615, and the balance of the shortage represented principally Chuchow coal junks of small size. The British flag headed the list with a total of 2,334 entries and clearances, the Chinese coming next with a total of 1,619.

MALTESE DEMAND FOR SELF-GOVERNMENT.

The President of the National Assembly presented to Field Marshal Sir H. Plumer, on August 13th, a scheme for the reform of the Constitution passed by the Assembly. It demands self-government, the appointment of a civil Governor, a Constitution embracing the dual Chamber system and universal male suffrage, the removal of ecclesiastical disabilities, the abolition of class distinctions, and a democratic Senate.

Sanction for a new Constitution can only be obtained by Act of the Imperial Parliament.

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LANE, CRAWFORD & CO.

ARE MAKING A SPECIALITY THIS SEASON OF

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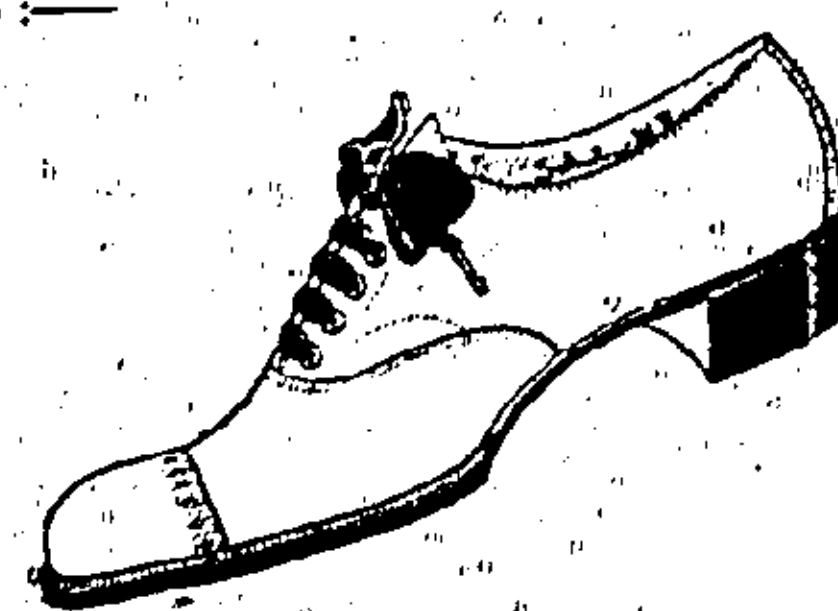
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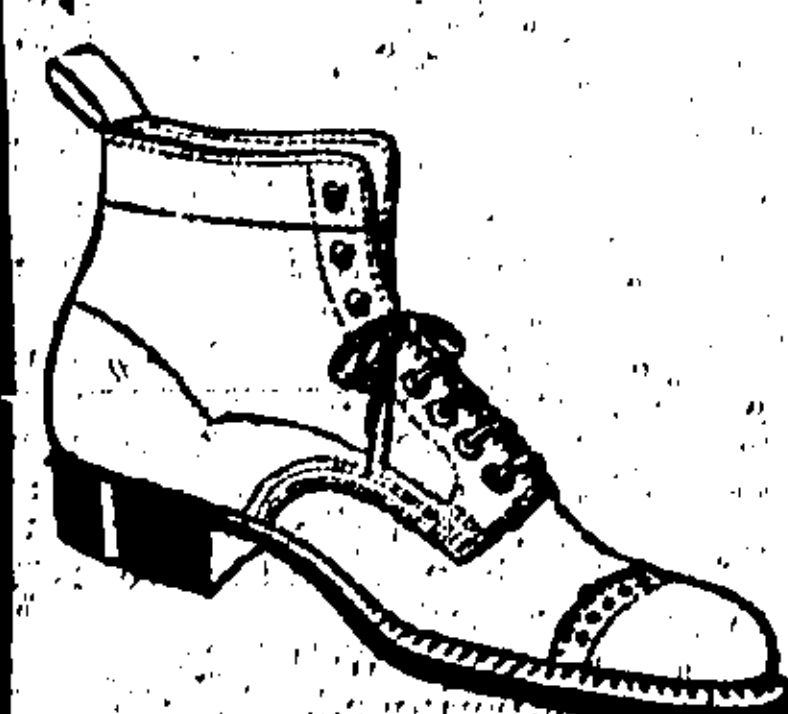
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PUMPS, SLIPPERS.

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NEW ADVERTISEMENTS

HONGKONG STOCK EXCHANGE

IT IS HEREBY NOTIFIED that the date for the DECEMBER SETTLEMENT is fixed for TUESDAY, December 23rd, and not December 3rd as previously advertised. For the Committee of the Hongkong Stock Exchange, W. LOGAN, Secretary.

Hongkong, October 1st, 1919. [1323]

TECHNICAL INSTITUTE
NOTICE

THE INSTITUTE will RE-OPEN on MONDAY, OCTOBER 6th. Students will be enrolled at the Education Office only, and should apply at once for entry forms. Hongkong, September 29th, 1919. [1324]

WANTED.

FURNISHED FLAT or small House for six months, with immediate entry. Apply—Care of "Daily Press" Office. [1325]

PUBLIC AUCTION.

THE Undersigned have received instructions from THE AMERICAN CONSUL GENERAL to sell by Public Auction, On TUESDAY, October 7th, 1919, at 5.15 P.M., off Ab King's Shipway, "The Motor Boat 'MASCOT'."

Solid teakwood hull, finished in specially selected polished teak, has electric light and electric starting outfit; convenient galley, shower bath, two master berths, roomy cockpit, tank wardrobe and drawers and other modern fittings.

Length 35 feet
Beam 8 1/2 inches
Draft 4
Motor 15 H.P. "Ox"
Speed 7 Knots.
In good running order.
On view day of sale and can be seen by appointment.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, October 1st, 1919. [1326]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURER with instructions from The Concerned, will sell by Public Auction TO-DAY (THURSDAY), October 2nd, 1919, at 2.15 P.M., at his Sales Room,

HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Armchairs, Curton Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboards, Nupkins, Tablecloths, Hat-stands and a long line of Sundries.
Terms—Cash on Delivery.
Hongkong, September 27th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURER with instructions from The Concerned, will sell by Public Auction, on SATURDAY, October 4th, 1919, at 2.30 P.M., at his Sales Room, Queen's Road Central (Old Post Office Building).

EXCELLENT HOUSEHOLD FURNITURE

Comprising—Chesford Couch and Arm Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofas, Easy Chairs, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Steeds, Crockery, Glassware, Ornaments, Cabinets, Bed Room, Dinner Wagon, Dining Chairs, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric boards and a long line of Sundries.
Catalogues will be issued.
Terms—Cash on Delivery.
Hongkong, October 1st, 1919. [1328]

WANTED.

A SMART Young Clerk thoroughly experienced in Book-keeping. Also a Junior Clerk with good knowledge of typing. Apply in own handwriting stating age and salary required to—

X.Y.Z., Care of "Daily Press" Office. [1300]

S.S. "WAR PUFFIN."

THE Undersigned invite Tenders, in writing, for the purchase of this vessel which is ashore at Longstone Reef, near the mouth of the Moulmein River—Amherst—Burma. The vessel is in a favourable position for ship breaking operations. A copy of the Surveyor's report can be seen at the office of and full particulars and terms obtained from GILMAN & CO., LTD. Lloyd's Agents. [1323]

INTIMATIONS

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS will be held on THURSDAY, 2nd, FRIDAY, 3rd, and SATURDAY, 4th, OCTOBER, 1919, commencing on the first two days at 4.30 P.M. and on Saturday, at 3.30 P.M.

Admission:—Members 50 Cents each day or \$1.00 for three days.

Non-Members:—\$1.00 each day or \$2.00 for three days.

Ladies, 50 Cents each day.

Soldiers and Sailors 25 Cents each day.

Band will be in attendance on SATURDAY and Refreshments for Ladies provided.

Principal events:—

440 Yards Club Championship.

220 Yards Club Championship.

100 Yards Club Championship.

100 Yards Ladies' Championship.

2 Length team race open to any unit Corps or Club.

Water Polo.

The other races open to Ladies, Girls, Boys and the Army and Navy all post entries, full particulars given at the V.R.C.

R. H. B. MITCHELL, Hon. Secretary. [1317]

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

M. EDWIN LESTER GILBERT

ARNOLD has been appointed Assistant-Manager for China of the above Company.

W. H. TRENCHARD DAVIS, Manager for China.

Shanghai, September 24th, 1919. [1321]

G. R.

SANITARY BOARD OFFICE, HONGKONG.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 3 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN Division of the City of Victoria, and the EASTERN Division of Kowloon and New Kowloon, occupied by members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIME WASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this Notice means that the House should be LIME WASHED in respect of all the Walls of each Room, all Cupboards, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roof in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing walls LIME WASHED up to the level of the First Floor.

Careful Painted or Polished Woodwork in good condition, however, need not be LIME WASHED, but must be CLEANSED.

The Board is prepared to LIME WASH FREE OF CHARGE a limited number of Buildings in those Divisions. OWNERS who desire to avail themselves of this offer should apply in writing to the Secretary on or before the 7th of October.

Choice among applicants will be in the absolute discretion of the President.

The EASTERN Division of the City of Victoria is bounded on the West by Gilman Street and Peel Street.

Kowloon is divided into the EASTERN and WESTERN Divisions by Nathan Road and a straight line drawn from the north end, through the Yau Ma Tei Reservoir to the Northern Boundary of Kowloon.

C. M. W. REYNOLDS, Secretary.

Dated this 1st day of October, 1919. [1318]

G. R.

NOTICE.

IT IS HEREBY NOTIFIED that on and after OCTOBER 1st, 1919, RICKSHAS will run on Caine Road and Bonham Road. Stands will be at the following places:—

1. University.

2. Junction of Bonham Road and Centre street.

3. Nethercole Hospital.

4. Junction of Caine Road and Old Bailey.

5. At top of Glenadey.

CAPT. SUPERINTENDENT OF POLICE.

Hongkong, September 28th, 1919. [1301]

G. R.

NOTICE.

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. O. WOLFE, Captain Superintendent of Police.

Hongkong, September 22nd, 1919. [1300]

INTIMATIONS

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, will be held at the Hongkong Hotel on the 10th day of October, 1919, at Noon, when the submitted resolution, which was passed at the Extraordinary General Meeting of the Company held on the 24th day of September, 1918, will be submitted for confirmation as a Special Resolution.

"That the New Articles already approved by this meeting and for the purpose of identification subscribed by the Chairmen thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated the 26th day of September, 1919, Hongkong.

By Order of the Board, G. RAPP, Secretary.

[1303]

THE DAIRY FARM ICE AND COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 11th day of OCTOBER, 1919, at 12.30 o'clock in the afternoon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from October 1st to 11th, 1919, both days inclusive.

By Order, M. MANUK, Secretary.

Hongkong, September 22nd, 1919. [1323]

WISEMAN LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office 14, Des Voeux Road, Central, Hongkong, on SATURDAY, 18th day of OCTOBER, 1919, at 12.30 o'clock in the afternoon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from 11th to 18th October, 1919, both days inclusive.

By Order, D. K. KHARAS, Secretary.

Hongkong, October 1st, 1919. [1316]

GULA-KALUMPONG RUBBER ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER of the above Company, will be CLOSED from 29th September to 17th October, 1919, both days inclusive.

LOWE, BINGHAM & MATTHEWS, Colonial Register.

Hongkong, September 28th, 1919. [1311]

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10, Des Voeux Road

HALF SPACE of STORE, may be used as Office, at moderate rent. For terms etc. Apply—28, Ice House St. [1371]

TO LET, FURNISHED.

NO. 3 MOUNTAIN VIEW.

Apply—Box 1312, Care of "Daily Press" Office. [1312]

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NO. 40, "STOWFORD, No. 1," Bonham Road, in excellent condition.

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66 "MOUNT GOUGH" No. 121, THE PEAK, 6-Roomed House with Large Garden.

Apply—LOXLEY & CO., York Buildings. [1355]

FOR SALE.

FIVE-ROOMED HOUSE at the PEAK.

Apply to—Messrs. HASTINGS & HASTINGS, Solicitors, No. 8, Des Voeux Road Central. [1323]

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The Daily Press.

HONGKONG, OCTOBER 2ND 1919.

WAR'S EFFECT ON LITERATURE.

MANY deliberately hopeful people in England imagined during the war that out of the great disaster, which was consuming the bodies of men and their material wealth, would come, somehow, an impetus to art; from death would come the breath of the life of the spirit. The war would move artists to fine, or even to great, work. It might even, create artists to express its lessons. It was, obviously, a false hope. The casualties of war are not all on the body. Its worst wounds are made in the mind. There can be no doubt that the sense of solidarity, or the communion of the spirit, which knows no boundaries, no natural barriers between men but the dark partition which separates the mean from the magnanimous, the gentle from the cruel, the brutish from the high-minded—that sense is the first to go in war; and men by war are, therefore, banded together by compulsory uniforms and outward symbols which often do not correspond with the communion of the spirit. And art without the communion of like minds everywhere must perish. The artist must speak to his own kind; but in war he may be killing his own kind. We know he has. That is why it was an illusion to suppose that out of war great art might be born. It may be that, in England, the cult of Ruskin among the pseudo-literary was partly responsible for such an illusion being so popularly cherished, and that is as much as to say that the hope was never more than a miserable delusion to those who were writers and artists, because to English artists Ruskin for a long time past has been an over-rated, if not an utterly false, god. To these people Ruskin's "great prose style," as older critics have called it, was not easily

suffered, being very like romantic gush, and his wisdom, when examined, has so many opposite faces and contraries that long passages of his works cannot be distinguished from sentimental nonsense. Ruskin, in his "Crown of Wild Olive," which has been a favourite work with very many, taught that great art came from war, not peace. Well, we know that art comes from strife, but not from the literal bloody struggle and ruin which Ruskin had in mind. It is from a strife wholly of the mind; from the undaunted efforts of lonely souls, sure that somewhere in the world their efforts will be understood, against evil and stupidity in control of men, against the powers of darkness and of principalities. It is mere nonsense to suppose that misery, pain, ruin and sorrow, all so deep that they may go down to utter despair where hope dies in the mind, are the true begetters of the children of light. They never were; they cannot be—that the war has proved. What really happened was utterly different. As one admittedly great English novelist expressed it, "my pen dropped, literally dropped, from my hand." He and the few whose work does count in modern English letters were paralyzed by the calamity. They became dumb. They had no words to address to this apparently unceasing and tumultuous uproar of insanity of their fellows. They got out of it, stunned and horrified. Only now are they coming back to life. We may expect two new novels from JOSEPH CONRAD this year—one finished long before the war, and another only just completed. THOMAS HARDY, except for a little pessimistic poetry, has been silent throughout. RUDYARD KIPLING has recently published a collection of his later verse, "The Years Between," which has been variously reviewed; but good judges, who know that in any collection of best English short stories and narrative KIPLING would have an unchallenged place, have not commended his last verses, but as the expression of a provincial opinion which is of less consequence in England to-day than it was before the war, and it was almost obsolete then.

A most obvious boom in minor poetry, of which the publishers have taken full advantage, is now declining. There is no doubt the war did move many young men, nearly all soldiers, to song, and it is not easy for contemporaries to appraise the best of their work. ROBERT GRAVES, SIR FREDERICK SANDOZ, W. J. TURNER, FRANCIS LEDWIDGE, J. C. SQUIRE, WILLIAM HODGSON, RICHARD ALDINGTON, OSBERT SITWELL, REPERT BROOKE, and JULIAN and FRANCIS GRENFELL have all engaged the attention of an appreciative public, and have been seriously discussed by the critics though more, perhaps, as a nebula, a faint haze of light discovered on the night of the war, than as new and distinct stars of varying magnitudes. Of the English war narratives it must be confessed that they have been signally disappointing. There has been nothing so good as "Le Feu" and "La vie des Martyres." One, however, which unconsciously typifies the mood and outlook of the young English volunteer officers, deserves attention. On the whole, it is the best we have produced so far: GEORGE GOODCHILD'S "Behind the Barrage." On the Naval side several volumes by "Taffrail" and "A Naval Lieutenant, 1914-18" by ERIKSSON are among the best of the personal narratives, but are artless, innocent, and uncritical. Of the historical narratives, important solely because of their authors and their disclosing of hidden evidence, Lord JELlicoe's "Grand Fleet 1914-6" has attracted a great deal of attention, as did Mr. ARTHUR POLLEN's "The Navy in Battle," which may be taken as Admiral BEATTY's apologia. Lord ERIKSSON's "1914," published in serial form in the Daily Telegraph, has already drawn to it so much attention from the important and authoritative that lay criticism may be withheld as unnecessary. Nothing which has been published lately in England comes nearer to that which is rightly described as a good book than Mr. N. P. BARRELLON'S "Journal of a Disappointed Man." Mr. BARRELLON is dead, and his book was posthumous. From the age of 13 till his death he had been in the habit of secret confession to a diary, and his confession was often frank enough; he did not try to disguise to himself that which was in his mind. The book, in fact, is a human document in the exact sense of that over-worked and generally inaccurate description. That which novelists can make of a character only by describing its apparent reaction from circumstances, Mr. BARRELLON re-

veals from within. He was, there is no doubt, a naturalist of genius, but only well towards the end of his short life did he escape from his employment as a reporter on a provincial newspaper to that which, he thought, would be a fuller existence in the British Museum of Natural History; and there he discovered that originality is unhappy when conforming to any work which society is likely to provide for it. Occasionally, as when he is describing a dark quarry pool in Devon, or his sensation when listening to Beethoven's Fifth Symphony, or when watching Sir HENRY WOOD conducting, or idling while near men who are driving piles for a pier at Ilfracombe, the diarist shows that unkind fate has not only deprived us by his untimely death of a man, who would have been an observer of nature of, perhaps, international consequence, but of a writer also, a describer of his experience, of considerable power and subtlety. Among the younger novelists, mention must be made of Miss DOROTHY M. RICHARDSON. A reader may not like her method, but is forced to confess that Miss RICHARDSON has had the genius at least to work out a new means of expressing the reactions of consciousness to outward things. Her trilogy of novels—"Pointed Roofs," "Honeycomb" and "The Tunnel"—has drawn the intent regard of the older critics, like Mr. EDWARD GARNETT, who have confidently announced a new writer of considerable importance.

The Technical Institute will re-open on Monday.

Not a single case of communicable disease was notified in the Colony on Tuesday.

The Hongkong Stock Exchange December settlement has been fixed for December 23rd.

H.E. the Governor (Sir Reginald Stubbs) is attending his first Executive Council meeting in this Colony this morning.

Commodore V. G. Garner is paying his first official call at Government House this morning. H.E. will return the call later in the day.

The Chinese, who was sentenced to death for killing his elder brother at Taipei, paid the extreme penalty yesterday at 5 a.m. in Victoria Gaol.

The Rev. H. Copley Moyle will conduct a Bible Study at the Helena May Institute on October 7th, at 5.30 p.m. The meeting is open to all women.

The Autumn Race Meeting of the Shanghai Race Club will take place on Monday, Tuesday, Wednesday and Saturday, November 10th, 11th, 12th and 15th.

A course of journalism has been opened at Moscow in order to train Bolshevik propagandists for their world organization. The course will last for six weeks.

The local manager of The Mercantile Bank of India, Ltd., has received cabled advice that the Bank has declared an interim dividend for the half-year at the rate of 14 per cent. per annum, less tax.

At the Magistracy, yesterday, a Chinese was fined \$750 for being in unlawful possession of 92 taels of raw opium. The drug was concealed in a box which the defendant was taking away to the country.

Peking papers report that a party of technical experts have been despatched to Unga by the Ministry of Communications to inspect the local conditions there with a view to establishing an air service in that part of the country.

Mr. R. G. Lindell, at the Magistracy, yesterday morning, made an order for the confiscation of the 2,000 bags of flour, belonging to the M.B.K. which had been seized by Messrs. Skott & Co. in consequence of the infringement of their trademark. Messrs. Skott & Co. receive 500 bags as compensation, while the balance of 1,500 bags will be sold by auction by the Government after the mark on the bags has been obliterated.

A new political party has been formed in Tokio under the title of the Reconstruction Alliance, having for its objects the following:—1, Realization of universal suffrage; 2, Abolition of class distinctions, samurai and heimin (commoners); 3, Abolition of bureaucratic diplomacy; 4, Establishment of democratic political system; 5, Public recognition of labour organizations; 6, Guarantee of a livelihood to people; 7, Reform of tax system along with social policy; 8, Release of formal education; 9, Reform of colonial administrative system; 10, Purification of the Imperial Household Department; 11, Reconstruction of political parties; and 12, Freedom of speech and press.

STRIKE SITUATION IMPROVING: GOVERNMENT BOLDLY MEETING EVERY EMERGENCY:

RAILWAYMEN GRADUALLY RETURNING TO WORK.

NEED FOR FURTHER DISARMING GERMANY.

D'ANNUNZIO WARRING AGAINST
JUGO-SLAVIA.

AMERICA OPPOSED TO BLOCKADE OF BOLSHEVIST RUSSIA.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

LABOUR CRISIS AT HOME GOVERNMENT MEETING EVERY FRESH EMERGENCY.

LONDON, September 30th.

General satisfaction is expressed at the manner in which the public stood on the first day of the rail strike, but nobody blinks at the fact that the Union leaders have not yet played their last card.

On the other hand, the manner in which the Government is meeting each fresh emergency has given an undoubted feeling of confidence.

THE CHIEF CAUSE OF UNEASINESS.

The chief cause of uneasiness now lies in the industrial districts. In South Wales alone 120,000 miners are idle, but so far there have been no serious disturbances.

RAILWAYMEN RETURNING TO WORK.

Reports are continually arriving of more railwaymen returning to work, thus expediting the resumption of the services, which have hitherto been mostly run by volunteers.

The Companies' reports show that the Great Western, on Monday, ran 200 trains, and the Great Eastern, 150.

NUMEROUS VOLUNTEERS REGISTERED.

Thirty thousand volunteers have been registered in one recruiting centre in London alone for railway service, while it is stated that enough skilled volunteers are available to run every bus in London.

THE UNION'S FINANCIAL POSITION.

The papers are analysing the financial position of the National Union of Railwaymen, and express the opinion that its funds are sufficient to carry on the campaign for a month, but that will involve complete insolvency and destroy the sick funds and pensions.

THE NEWSPAPERS THREATENED.

Interviewed last night, Mr. Thomas warned the newspaper proprietors that unless the newspapers changed their attitude toward the railway strikers, the compositors would go on strike.

SITUATION IMPROVING HOURLY.

LONDON, September 30th.

The situation continues to improve. The suburban railway services are quite good, while the services to the great provincial centres are improving hourly.

Practically all the trains run in the daytime owing to signal difficulties at night. The London tubes are beginning to re-open.

Strikers are reported to be resuming in various centres, but apparently the number is, up to the present, small.

MINOR ACTS OF SABOTAGE.

LONDON, September 30th.

It is officially stated that the railway services are improving. Schedules prepared by the Companies yesterday were exceeded.

Yesterday, minor acts of sabotage were reported. In one case, during the night, the red danger lights of certain signals were altered to green. Fortunately, there was no loss of life. The necessary steps have been taken.

The distribution of food continues in a satisfactory manner. Thanks are largely due to the admirable spirit and efficient work of the volunteers. Offers of volun-

teer service have been overwhelming. They are being collated as rapidly as possible, and calls for service will be issued increasingly from to-day.

The railway horses and live-stock abandoned by the strikers are being cared for.

OTHER STRIKES.

Mr. J. H. Thomas, in a speech in London, declared that he would not continue to refuse offers from other Trade Unions to strike sympathetically.

It is uncertain at present what will be the effect of this statement.

IMPORTANT POINT MADE CLEAR.

LONDON, September 30th.

The Ministry of Labour states that, in view of the doubts expressed in regard to position of railwaymen remaining at or resuming work, the Government desires to make it clear that they undertake not only to afford such men every protection during the present crisis, but also to safeguard their interests as railwaymen against any measure of prejudice to which they might be afterwards exposed owing to such action.

THE AMALGAMATED SOCIETY OF ENGINEERS.

LONDON, September 30th.

The Executive of the Amalgamated Society of Engineers has decided that the members shall remain at work but not do any work previously performed by those railwaymen who are on strike.

ITALY AND FRANCE AFFECTED.

LONDON, September 30th.

The strike is greatly affecting Italy and France owing to the smallness of the quantities of coal from Belgium, America and Germany.

EARLIER CABLES.

TRANSPORT WORKERS' DECISION POSTPONED.

LONDON, September 29th.

A meeting of the Executive of the Transport Workers' Federation, to-night, decided to postpone its decision until to-morrow. There is apparently a strong difference of opinion as regards supporting the railway strike.

RAILWAY SITUATION BECOMING NORMAL.

LONDON, September 30th.

Except in certain trunk lines to the North, trains are now running on nearly every Railway.

It is stated that 75 per cent. of the Brighton Company's drivers and firemen have offered to return to work.

An official states that the Great Western service is almost normal.

Many up-river residents are travelling to and from the city by river.

The London Electricians' Union has decided to take no action at present.

LATER.

The London-Brighton Company deny that 75 per cent. of their drivers and firemen have resumed.

LIVERYMEN DEMAND RE- ASSEMBLY OF PARLIAMENT.

LONDON, September 29th.

A meeting of the Liverymen of the City of London pledged itself to support the Government. The meeting demanded the immediate re-assembly of Parliament.

EXTRAORDINARY NUMBER OF VOLUNTEERS.

LONDON, September 29th.

It is officially stated that the traffic conditions are unchanged. More trains are running. An extraordinarily large number of volunteers are coming forward.

GENERAL IMPROVEMENT IN THE SITUATION.

LONDON, September 30th.

There was an unexpectedly great improvement in the railway services throughout the kingdom yesterday. More extended running is foreshadowed today; also the re-opening of some of the London tubes owing to the manager of the electric power station having been assisted by volunteers. This will largely relieve the congestion of traffic which was encountered yesterday owing to people having to resort to the road vehicle traffic.

The milk distribution scheme is officially stated to be working satisfactorily.

Road transport is improving both in London and the Provinces.

The organisation at Hyde Park is running smoothly. All supplies landed there up to six o'clock last night have been redistributed. Flour and bread stocks have been well distributed. The arrangements for the distribution of refrigerated fresh meat are working well.

The Commissioner of Police has issued an appeal to all citizens under 40 years of age to enrol as special constables.

Special magistrates will attend at all Police Stations to-day for the swearing-in of volunteers.

Two flying-boats left Southampton for Havre this afternoon with passengers and mails. No boats are yet sailing from the docks. Food is rotting in the sheds.

SERVICES ASSURED UNTIL TUESDAY.

LONDON, September 30th.

After a meeting of the Transport Executive yesterday, lasting for fourteen and a half hours, the bus, tram and taxi men visited the Headquarters of the National Union of Railwaymen and consulted the Executive, after which the men decided to abide by the decision to await to-morrow's full meeting.

It is stated that Mr. J. H. Thomas has urged the bus and tram-workers to suspend their action.

The services are apparently assured until Tuesday.

THE COMMENCEMENT OF VIOLENCE.

LONDON, September 29th.

Two attempts to wreck the London-Brighton trains by placing boulders on the line have been reported.

The military now guard the line. The strikers in Scotland held up two trains. One fireman was injured.

MORE HOPEFUL SIGNS.

LONDON, September 29th.

The position with regard to the underground railways is much more hopeful. The power station at Chelsea is fully manned by volunteers, and trial trips are being run on the district railway and Hampstead tube.

The renewal of power also enables the re-starting of the Surrey trams, considerably relieving the position of Southern London.

Troops are being transported to important centres by destroyers, which are also conveying some of the mails.

A sympathetic strike by the fish porters of Billingsgate has ended. Plentiful supplies of fish are arriving.

Despite these promising signs, Mr. Bromley, the Drivers' and Firemen's Union Secretary, asserts that the struggle will be most long and severe.

ALL SAILINGS FROM AMERICA CANCELLED.

WASHINGTON, September 29th.

The Shipping Board has cancelled all sailings to British ports, owing to the British railway strike.

The Shipping Board cancellation of sailings was ordered with a desire to avoid congestion and bunkering difficulties, and to be in line with action likely to be taken by British owners.

LATEST CABLES.

THE FUME SITUATION.

D'ANNUNZIO AT WAR WITH
JUGO-SLAVIA.

ROME, September 30th.

A telegram from Fiume states that D'Annunzio has ordered the interruption of telegraphic communication with Agram.

It is stated that he is warring against Jugo-Slavia.

LUXEMBURG.

THE RESULT OF THE PLEBISCITE.

LONDON, September 30th.

Luxembourg's plebiscite resulted in 10,345 voting in favour of the continuance of the power of Grand Duchess Charlotte against 2,214 in favour of a republic; 6,378 voted for an economic union with France, and 2,117 for an economic union with Belgium.

THE LEAGUE OF NATIONS NORWAY TO JOIN.

CHRISTIANIA, September 30th.

The Committee appointed to consider Norway's entry into the League of Nations has reported unanimously in favour of joining.

SECURITY FOR THE FUTURE THE NEED FOR FURTHER DISARMING GERMANY.

PARIS, September 28th.

A Havas message says:—The French papers believe that the Powers will consent to a blockade of Germany—again cutting off commerce, food, supplies of raw material, and finance—if the people in England, France, America and Italy can be made to realize that there is the danger of losing all the benefits obtained through winning the war by letting General von Der Goltz go ahead in building up a reactionary military machine, while the Allies, having demobilized, are disarming.

The following motion has been introduced by the Peace Commission, in the Chamber of Deputies:—The Chamber invites the Government to engage in negotiations with the signatories of the Treaty of Versailles for the adoption of an addition to the Treaty, making the disarmament of Germany and her Allies effective by the prohibition of the manufacture of certain war material, and all measures judged necessary.

The French Premier told the Chamber of Deputies that the Treaty, particularly Article 108, sufficiently arms France against Germany, by preventing her from building further munition factories.

He concluded his speech by making this point the basis of the demand which he will make for a vote of confidence. The majority of the Commission approve the Premier's arguments.

IMMEDIATE EFFECT OF ALLIED THREAT.

COPENHAGEN, September 30th.

Berlin semi-officially states that General von Der Goltz has been finally recalled from the Baltic Provinces, after unsuccessfully endeavouring to persuade troops to withdraw.

THE BELGIAN MINERS.

BRUSSELS, September 30th.

A congress of Belgian miners voted in favour of a referendum for a general strike in November, in the event of non-compliance with the demand for a minimum wage.

THE AUSTRIAN TREATY.

JUGO SLAVS WILL SIGN.

It is announced that the Yugo Slavs will sign the Austrian Peace Treaty.

THE PRINCE OF WALES COMMENCES HIS RETURN JOURNEY.

NEW WESTMINSTER (B.C.).

September 29th.

The Prince of Wales arrived here to-day from Vancouver. He opened a provincial exhibition, planted memorial trees, and presented a number of war decorations.

He received a wonderful welcome from a dense crowd, in which the Japanese residents participated.

Subsequently, the Prince began his return journey through Canada via the Southern Canadian Pacific Railway. Crowds waited for hours at stations to cheer the Prince.

FRENCH PROPAGANDA. A WAR INNOVATION BEING CONTINUED.

PARIS, September 28th.

A Havas message says:—The French official propaganda organization, established during the war, will henceforth be attached to the Foreign Ministry, having the function of making French art, science, thought and institutions better known abroad.

THE PEACE TREATY.

FRENCH RATIFICATION ON
OCTOBER 4TH.

PARIS, September 28th.

A Havas message says:—The vote of ratification of the Peace Treaty is expected to be taken about October 4th.

INTERNATIONAL EXHIBITION AT LILLE.

A VALUABLE TRADE OPPOR-
TUNITY.

PARIS, September 28th.

A scheme is on foot for organizing an international exhibition at Lille in 1920, grouping together manufacturing, commercial and technical elements.

It will be a good opportunity for Allied trade to come into direct contact with French buyers.

THE VALUE OF THE FRANC. ACTIVITY IN THE PARIS BOURSE.

PARIS, September 28th.

A Havas message says:—A very marked improvement has taken place in the exchange value of the Franc. Great activity is prevailing in the Paris Bourse.

GERMANY.

UNAUTHORISED SALE OF AIR MATERIAL.

LONDON, September 28th.

The Supreme Council has accepted the resolution of Marshal Foch outlining the measures to prevent the Germans from unauthorisedly disposing of their air material.

The Council has decided to insist on her handing over the amounts already realised by such unauthorised disposal, and have accepted the military representatives' report as regards the distribution of air material among the Allies.

HERR NOSKE DENOUNCES THE EXTREMISTS.

BERLIN, September 30th.

The Social Democratic Party Conference passed a unanimous vote of confidence in Herr Noske, Minister of Defence, who vigorously denounced the Extremists as having outdone a thousand-fold the worst sins of the old rulers in the shape of terrorism, villainy and violence.

He said: "If we are to survive we must rather sacrifice a couple of thousand mad fools than a nation of sixty millions."

GERMAN-AUSTRIA. NATION'S ART TREASURES TO BE SOLD.

VIENNA, September 29th.

The Council of Ministers has decided to sell the nation's wonderful art treasures, valued at 1,000,000 crowns, in order to obtain money to feed the people.

THE SILVER MARKET.

LONDON, September 28th.

Silver is quoted at 62½d. spot and 61½d. forward, with speculative selling.

EARLIER CABLES.

THE WAR ON BOLSHEVISM.

AMERICANS OBJECT TO A
BLOCKADE.

PARIS, September 27th.

The Drafting Committee has presented new proposals to the Council regarding a peaceful blockade of Bolshevik Russia.

American Delegates maintained their objections.

LORD MAYOR OF LONDON LIVERYMEN ELECT SIR EDWARD COOPER.

LONDON, September 29th.

Sir Edward Cooper was elected Lord Mayor of London at a meeting of the Liverymen of London.

ITALIAN CHAMBER DISSOLVED.

ELECTIONS ON NOVEMBER, 1919.

ROME, September 29th.

The Chamber has been dissolved. The elections have been fixed for November 18th. Parliament will meet again on December 1st.

RUSSIA.

"KOLTCHAK TO CONVOKE A NATIONAL CONGRESS."

LONDON, September 29th.

A telegram from Omsk states that Admiral Koltchak has instructed the Premier to complete, as soon as possible, the formalities for convoking a National Congress.

POLAND.

PLANS TO ORGANISE A REVOLUTION.

LONDON, September 29th.

It is stated, from a Polish source, that the Russian Bolshevik Government has agreed with the Germans to organise a revolution in Poland.

The famous agitator, M. Radek, has gone to Russia from Berlin in this connection.

AMERICAN STEEL STRIKE. BOTH SIDES CONFIDENT OF THE OUTCOME.

NEW YORK, September 29th.

The second week of the steel strike has opened. Both sides are confident of the outcome. Forty thousand workers of the Bethlehem Steel Corporation struck to-day. A number of mills have re-opened at Pittsburgh and elsewhere.

VOLUNTEERS AND ACTIVE SERVICE.

JUDGMENT AGAINST THE M.S.V.R. MAGISTRATE'S FINDINGS IN FULL.

At Klang Police Court (F.M.S.) on September 18th, Mr. W. Pryde (Magistrate) gave judgment in the case in which Private Stephen Winthrop, M.S.V.R., appealed against the decision of his Commandant, Lieut. Col. J. P. Swettenham, refusing to grant him his certificate of discharge from the Malay States Volunteer Rifles.

The Magistrate made the following orders: That the Commandant, M.S.V.R., forthwith strike the name of Private Stephen Winthrop out of the muster-roll of the M.S.V.R. This presupposes that the arms, clothing and appointments issued to Private Stephen Winthrop, being the property of Government, have been delivered up in good order, and that Private Winthrop has paid, or is ready to pay, sufficient compensation for any damage that such articles may have sustained. I make no order against Lieut. Col. Swettenham in respect of costs, which suggests that the appellant, if he desires costs, requests the Executive to reimburse him his expenses in this matter.

COMPULSORY PARADES.

At Klang Police Court Mr. W. Pryde (Magistrate) also gave judgment in the case in which the Adjutant, M.S.V.R., summoned Private G. R. French for failing to attend two compulsory parades to which he had been summoned, as follows:

In these two cases, the M.S.V.R. authorities complain to the Court that Private French, a member of the M.S.V.R., neglected to attend two compulsory parades, and they ask the Court to fine him. Mr. P. Barnard Ford appeared as counsel for the accused, and he declined to make any admissions in respect of the charge brought against his client. He called "on the M.S.V.R. authorities to prove that Private French was ever summoned to these parades. The M.S.V.R. authorities were invited by the Court to produce witness in support of their allegations, but they produced none. In my opinion, this was regrettable. The Court is asked to assume that certain company orders were issued, that mention was made in these orders of certain compulsory parades, and that a copy of these orders was despatched, apparently by post, to Private French. The M.S.V.R. authorities ask the Court to hold that Private French was thereby duly summoned to these parades.

The words of the Enactment relevant to the question are: "Every member of a volunteer corps who shall neglect to attend a compulsory parade to which he has been duly summoned shall be liable to a fine of £10." The Court has to construe the word "summoned." A few weeks ago Mr. Justice Bray laid down that "the first rule of construction was to see what was the ordinary and grammatical meaning, unless such a construction was absurd or repugnant to the provisions of the Enactment." (See 35 Times Law Reports, pages 498 and 507.) What, then, is the ordinary and grammatical meaning of the word "summoned" when such a word is used by Legislature?

I think that when the word "summons" appears in an Enactment we naturally think of a written order to appear, addressed to a particular person by name, and confined to one topic. I do not think that in the speech used by the Legislature any order set out incidentally among many other topics in a document headed "Company Orders," and addressed to the members of a company as such, or perhaps addressed to nobody by name, would be regarded as a "summons." I think that the word "summons" appearing in an Enactment must be regarded as a technical term. If so, we may call to mind the late Professor Matland's words: "It is one of the most important and most unyielding rules of construction that technical words will be understood to have their technical meaning." (Matland's Equity, page 65.) I think that the word "summoned" must be construed as meaning "service with a summons."

As regards "service," of a summons we may banish from our minds for the moment the procedure followed in criminal or civil Courts respecting service of summonses. Instead, we may look to one of our local Enactments dealing with military matters, viz., Enactment No. 1918, the Military Service Enactment, 1918. In section 10 of that Enactment we find it stated: "any order, summons, or notice issued for the purpose of carrying out the provisions of this Enactment shall be served either by being delivered personally to the person to whom such document is addressed, or by leaving it with some adult at such person's last-known residence or place of business, or by sending it by registered post to such person at his last-known residence or place of business." It is no rash inference to hold that the Legislature must implicitly be taken to require similar service of summonses in other Enactments dealing with military matters, the more so as such service would be in consonance with the usual procedure of Courts. I understand the M.S.V.R. authorities have issued an order which in effect declares that, for the purposes of Section 12a (iii) of the Volunteer Enactment, the presumed receipt by unregistered post of Company Orders shall be regarded as equivalent to service of summons to compulsory parades, provided mention is made in such Company Orders of the specific compulsory parades. The answer to the contention of the M.S.V.R. authorities on that point is found in a few words uttered by Lord Justice Scrutton, a few weeks ago, viz., "In my respectful opinion this is legislation, and not construction, and I do not feel myself entitled to legislate." (35 Times Law Reports, page 664.) I dismiss the present case on the ground that there is no proof that Private French was ever "summoned" to the parades in question.



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TO-DAY is at

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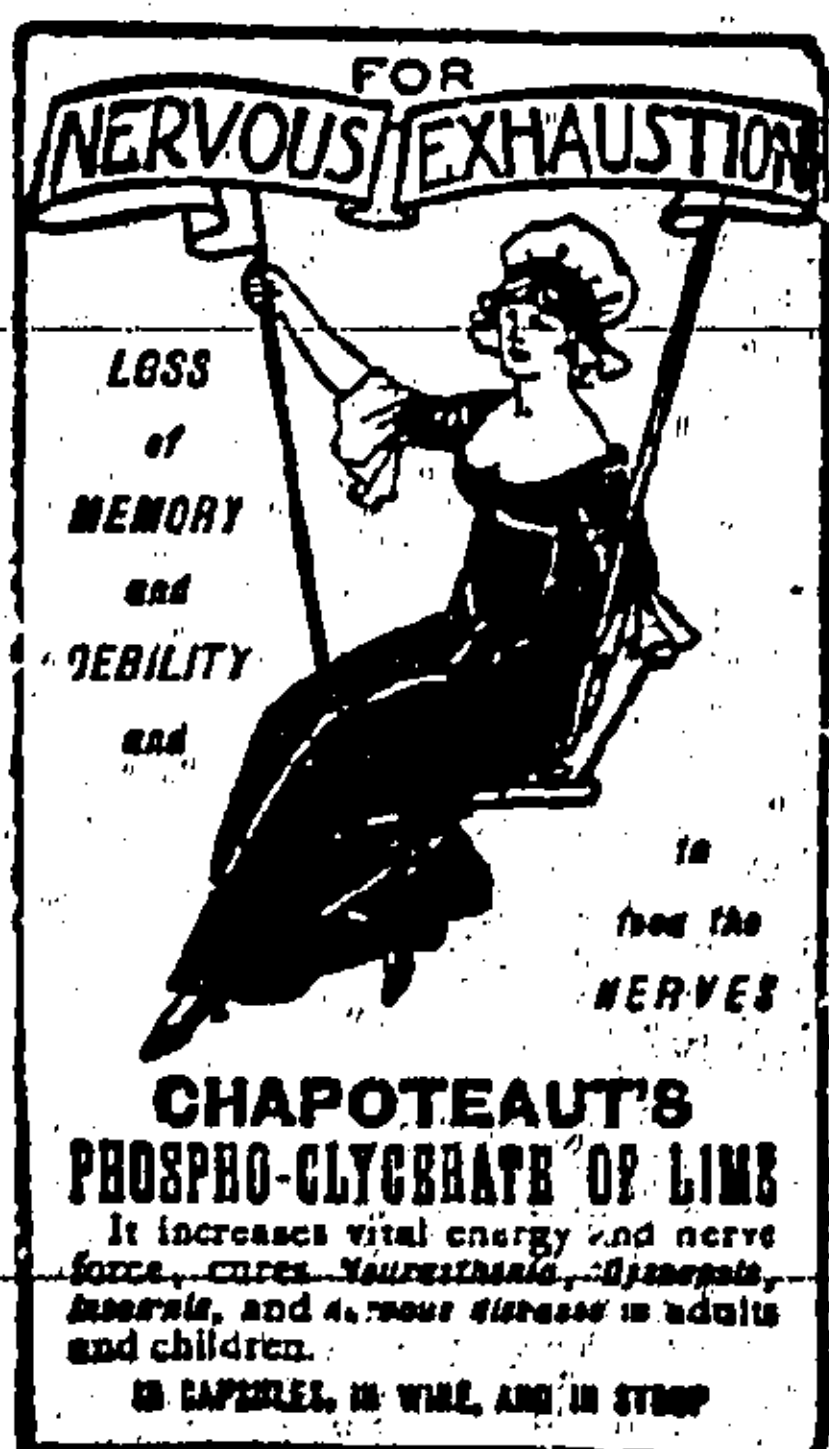
USUAL PRICE

\$1.00

PUNCH TICKETS FOR

30 Meals \$25.00

WISEMAN, LTD.



"ONE HUSBAND TROUBLE ENOUGH"

"TWO ARE TERRIBLE."

New York, August 15th.

An "Enoch Arden" of Bowery life to-day differs considerably from that Tennysonian gentleman of literature.

The Enoch of poetry was a pacifist. When he returned home after years of absence and found his wife, who thought him dead, happily wedded to another man, he went away with his sorrow, leaving her happiness undisturbed.

But when Michael Polaski, twenty-five, was mustered out of the Eighty-fifth Infantry last Saturday, after three years' service in France, and discovered upon returning to his old home at No. 34 Allen street that Mrs. Polaski had flown the old nest and taken another husband, he was wrathful.

Nor was the stunning truth made easier to bear when he was informed by neighbors that his wife believed him dead, having received a telegram a year ago saying he had been killed in action. He had no idea of leaving her mind tranquil concerning his fate.

HUSBANDS FIGHT IN COURT.

In her comfortable new home at No. 58 Chrystie street Mrs. Adella Polaski-Funco answered a knock at her door last Monday. She found herself face to face with a husband she long had believed dead. She fainted.

Polaski wept over his wife and kissed his four babies, who had forgotten their father in his long absence. Then he clenched his fist and left the house.

When Joseph Funco, barber, and second husband, rounded the corner at Canal and Chrystie streets a few minutes later, Polaski was waiting for him. There were a few words, and then a battle raged. Patrolman James Mulholland, of Traffic Squad B, assisted by the weeping wife, finally succeeded in disentangling the angry pair.

In Second Avenue court the following day the trio appeared before Magistrate Blau, and were discharged. But before the three had left the courtroom, an argument arose as to which husband was to accompany the wife.

When the wife took the arm of her first husband, Funco attacked her. To quieten him, she accepted his arm too. Immediately Polaski became violent.

Patrolmen quickly came to the rescue. Funco was arrested and sentenced to serve five days in the workhouse. Mrs. Polaski-Funco escaped alone.

Yesterday, the wife was found in her home on Chrystie street. Her door was barred and locked. It was only opened upon the complete assurance that the caller was not a husband.

WIFE YEAHS TO CHOOSE.

She is in a great quandary. She does not know which husband she loves the more, and she is quite sure it would be unsafe to accept either of them. But this is her story.

Mike (husband No. 1) and I were married ten years ago. He was pretty good to me, but he drank and didn't support me. We had four children. I worked and we got along all right, and he was real good to the children. My mother lived with me, and Mike didn't bother about it. But three years ago he enlisted and went to France.

Joe (husband No. 2) lived next door. He began to bother me as soon as Mike went to war. But I told him I wouldn't have nothing to do with him. I even moved to another street to get away from him.

Then a year ago a telegram came, saying Mike was dead. I don't know if it came from the Government or not, but I know it said he had been killed in France.

Then Joe came to see me again. He said, "Now that Mike's dead, you can marry me. I'll be good to you and the kids, and I'll work steady." So we went to the City Hall and were married.

Joe and I were pretty happy. But he wouldn't work much, either. He wasn't better support than Mike had been. But he did drink.

Joe wasn't so good to the children, though. He thought they made too much noise. He put my mother out of the house and hit me whenever I found fault with him. But otherwise Joe was good enough. He gave me \$10 sometimes and took us to Coney Island real often.

Nay, Mike's come back, and he isn't dead, and I don't know what I should do. The Judge said I could have Mike or else divorce Mike and have Joe, but that I couldn't have both. But I've thought it over and about decided I won't have either.

I'm going to bring my mother back to live with me and take care of the children and I'm going to work. One husband is trouble enough, but two are terrible. I believe I'd rather have none."

PEACE JEWELS.

The following extraordinary incidents are related as occurring during the celebration which followed the announcement of peace in London.

Late at night several guests standing at the upper windows of a well-known West-end restaurant commenced to throw roses down to the immense crowds packed in the street below. A lady in evening dress, after throwing out numbers of roses, took a bracelet from her arm and tossed it out to the people, following this with a ring from her finger. Then, after throwing out more roses, she took the ornaments from her hair and threw these also into the struggling mass of people below.

An elderly gentleman at an adjoining window threw out several spoons and forks, and finding nothing else at hand, snatched an apple, which was deftly caught and promptly returned, striking the window close by fortunately without breaking the glass. The lady then began to throw out Treasury notes, screwing them into small balls and flinging them one by one to the excited concourse, which scrambled desperately to obtain the valuable "souvenirs" dropping amongst them. After getting rid of seven or eight Treasury notes the lady expressively spread out her hands to indicate that she had nothing more, and was loudly cheered.

"THE PRIZE PACKETS"

THIS AFTERNOON THE ABOVE

COMPANY IS GIVING A FAREWELL

MATINEE AT THE

VICTORIA.

"LA MINERVA" CIGARS.

have that purity and fragrance that appeal of all smokers.

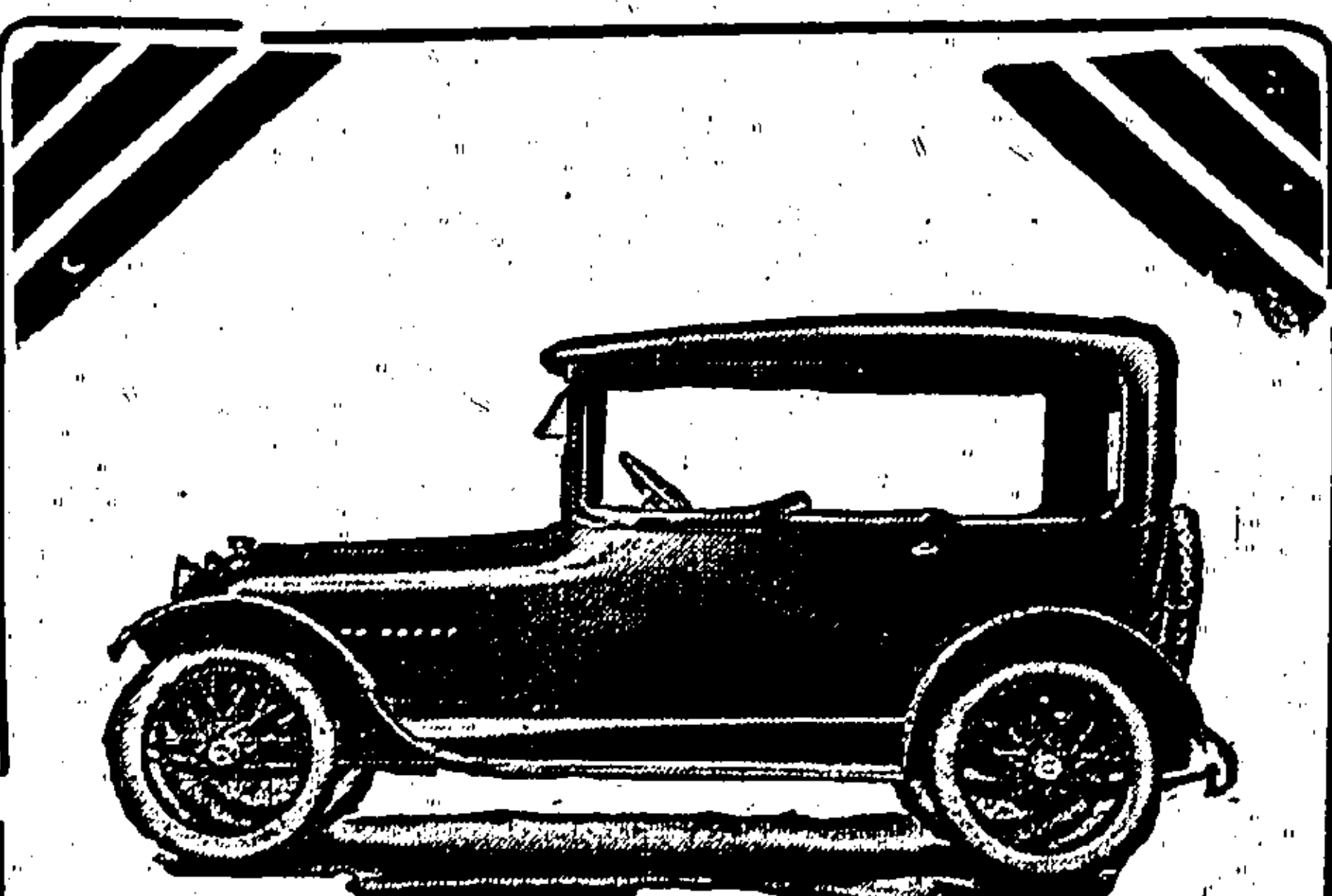
Established in the year 1883, and with all the experience and wisdom gained in the Manufacture of Cigars for over thirty years, it is not to be wondered at that these Cigars are so popular.

Some of the shapes kept in stock:

Monte Carlo, Fancy Tales, Ministros, Monarcas, Imperiales, Perfectos, Estrellas, Reina Maria, Especiales.

AT

LANE, CRAWFORD & CO.



CHALMERS

A Hot Spot Chalmers Holds
Every Drop of Gas to Account

It takes gas to move weight. And in a car like the Hot Spot Chalmers, which is 300 pounds above the "light-weight" class and 300 pounds under the "heavy-weight" class, gas has more than passing attention.

The trick is to move this weight at the minimum effort. Therefore, the Hot Spot and Ram's-horn play a great part in the Chalmers.

Hot Spot holds every drop of gas to account.

It "cracks up" into a "dry vapor powder" the raw gas just as the gas enters the Ram's-horn and the latter dispatches the "pulverized" fuel to the cylinders with lightning-like rapidity.

The result is that when the spark plugs "touch it off" every drop (finer by far than the naked eye can detect) turns itself into power de luxe.

There's little waste—well nigh none. And remember that this Hot Spot engine of the Chalmers is the most modern automobile engine of the day.

It has made Chalmers one of the few great cars of the world.

ALEX. ROSS & CO.,

Machinery Department,

4, Des Vaux Road Central,

Telephone 2487.

SHIPPING NEWS

ARRIVALS.

September 30th.
Wu Sun, British str., 215 tons, Capt. Summerville, from Kwong Chow Wan, with a general cargo. Wang Hing.
 October 1st.
Genjo Maru, Japanese str., 1,574 tons, Capt. Toge, from Muke, with a cargo of coal. M.B.K.
Hong Wan 1, British str., 2,000 tons, Capt. Robinson, from Singapore, with a general cargo.
Horn Shell, British motor-ship, 1,507 tons, Capt. Bolton, from Tarakan, with a cargo of bulk oil. A. P. Co.
Kango Maru, Japanese str., 2,015 tons, Capt. Kimura, from Saitow, with a general cargo. C.S.K.
Kangyong, British str., 1,825 tons, Capt. Woodgett, from Canton, with a general cargo. J. M. & Co.
Lok Sien, British str., 287 tons, Capt. Simpson, from Hongkong, with a cargo of coal. J. M. & Co.
Nyasa Maru, Japanese str., 681 tons, Capt. Shiohira, from Keelung, with a cargo of coal. M. B. K.
Quinnaburg, American str., 997 tons, Capt. Medina, from Saitow, with a general cargo. Douglas & Co.
Sakuma, British str., 3,354 tons, Capt. Tait, from Tsurane, with ballast. Standard Oil Co.
Sinkang, British str., 1,616 tons, Capt. Eddy, from Canton, with a general cargo. B. & S.
Toshima Maru, Japanese str., 2,184 tons, Capt. Yossaki, from Singapore, with a general cargo. N.Y.K.
Tsuyama Maru, Japanese str., 1,233 tons, Capt. Sakamoto, from Shanghai, with a general cargo. N.Y.K.
Yongphoo, British str., 1,216 tons, Capt. Simons, from Shanghai, with a general cargo. B. & S.
Yokohama Maru, Japanese str., 6,116 tons, Capt. Okamoto, from London, which port she left on August 23rd, with a general cargo. N.Y.K.

CLEARANCES

September 30th.
Alpena, for London.
Hok Canton, for Kwong Chow Wan.
Jade, for Haiphong.
Kajika Maru, for Kobe.
Kang Hong, for Shanghai.
Kawachi, for Tientsin.
Kawachi, for Haiphong.
Martha Maru, for Haiphong.
Peking, for Hongkong.
Sinkang, for Canton.
Sinkang, for Shanghai.
Takema Maru, for Keelung.
Tanahong, for Hujlow.
 September 30th.
Barracuda, for Canton.
Chipsong, for Canton.
Chongra, for Haiphong.
Chongra, for Canton.
Haitan, for Fouchow.
Kheon, for Yokohama.
Kwang Tai, for Shanghai.
Lianghoo, for Bangkok.
Mentor, for Shanghai.
Nan Wan, for Hujlow.
Tanahong, for Manila.
Tao Maru, for Moji.
Wing Pung, for Hujlow.
Yongphoo, for Hujlow.
 October 1st.
Coradia, for Saitow.
Empress of Asia, for Vancouver.
Haitan, for Canton.
Kain Ting Fat, for Hujlow.
Kangyong, for Shanghai.
Nyasa Maru, for Keelung.
Patric, for Ching Wan Tao.
Pha Nung, for Hongkong.
Satsuma, for San Francisco.
Sun Tak, for Saigon.
Tiptah, for Surabaya.
Tsuyama Maru, for Liverpool.
Yongphoo, for Canton.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Asahi Maru* (European line) left Shanghai for this port on September 30th, and is expected here on October 3rd.
 The N.Y.K. s.s. *Katori Maru* (American line) left Shanghai for this port on September 30th, and is expected here on October 3rd.
 The N.Y.K. s.s. *Nagato Maru* (New York line) left Singapore for this port on September 30th, and is expected here on October 10th.
 The N.Y.K. s.s. *Tokio Maru* (Bombay line) left Hongkong for this port on September 30th, and is expected here on October 17th.
 The N.Y.K. s.s. *Tsuyama Maru* (Calcutta line) left Calcutta for this port on September 30th, and is expected here on October 20th.
 The N.Y.K. s.s. *Mishima Maru* (European line) left London for this port via the Suez Canal on September 28th, and is expected here on November 4th.

PASSENGERS.

ARRIVALS.

Per s.s. *Tokohama Maru*, on October 1st: Mr. A. Burnie, Miss E. E. Leith and Mr. W. A. Stopain.

WEATHER REPORT.

October 1st, 11.50.—No returns from Vladivostok, Japan or Formosa.

Pressure has increased slightly over the Ladrones and N. Annam, and decreased slightly over the Philippines. It is almost stationary at other reporting stations.

At 6 a.m. this morning the typhoon was in about latitude 17 deg. N and longitude 127 deg. E. moving north-westward.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 2.49 inch. Total since January 1st, 70.30 inches, against an average of 75.87 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District

Hongkong to Gap Rock — N.E. winds, moderate; fully fresh.
 Formosa Channel — N.E. winds, fresh.

South Coast of China between the same as Hongkong and Lamook — No. 1.

South Coast of China between the same as Hongkong and Hainan — No. 1.

"ASAHI BEER"



SOLE AGENTS

MITSU BUSSAN KAISHA

MARTIN'S
APOLASTEE
PILLS

A French Remedy for all Disorders of the Liver, Gall, and Bile, and for all Bilious Affections, Indigestion, Headache, and all the Disorders of the Digestive System.

MARTIN'S
APOLASTEE
PILLS

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE ETC.

SAILINGS FOR
 MARSEILLES AND LONDON
 VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINZESSIN"	31st Oct.	23rd Nov.	1st Dec.
"KEIWA"	1st Nov.	3rd Dec.	12th Dec.
"NOVARA"	7th Dec.	8th Jan.	17th Jan.

For BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DILWARA"	5th Oct.	25th Oct.
"DUNERA"	13th Nov.	29th Nov.

For CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"THONGWA"	4th Oct. 1 p.m.	25th Oct.

For SHANGHAI MOJI KOBE, etc.

S.S.	Leave Hongkong about	Due Yokohama about
"GREGORY APCAR"	17th Oct.	28th Oct. (Kobe)
"DUNERA"	24th Oct.	29th Oct. (Shanghai)
"NOVARA"	7th Nov.	31st Nov.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to
 MACKINNON, MACKENZIE & CO.,
 22, Des Voeux Road Central HONGKONG. Agents.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM
 HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	6th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel.
 For Passage Rates and further particulars, apply to—
 GIBB, LIVINGSTON & CO.,
 973 AGENTS

NEW YORK DIRECT.

Joint Service of the
 "BLUE FUNNEL" LINE
 (OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
 AND
 AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.
 "EURYMEDON" ... via Panama ... 11th Oct.
 "EURYBATES" ... via Panama ... 7th Nov.
 "CITY OF NEWCASTLE" ... via Suez ... 26th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
 Subject to change without notice.

For freight and particulars apply to—
 BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
 HONGKONG AND CANTON. REISS & CO., CANTON.

1214

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TO, SAT
TAKESHI via WEIHAIWEI and CHEFOO ...	"CHIFSHING" Fri. 3rd Oct. D'light.
SHANGHAI ...	"CHOYANG" Fri. 3rd Oct. D'light.
HAIPHONG via HOIHOW ...	"TARANG" Fri. 3rd Oct. 8 a.m.
MANILA ...	"LOONGANG" Fri. 3rd Oct. 2 p.m.
DAILY & NEWCASTLE ...	"LOKANG" Tues. 7th Oct. D'light.
STRAITS & CALCUTTA ...	"CHANSANG" Tues. 7th Oct. 5 p.m.
KOBE ...	"YASHING" Thurs. 9th Oct. 3 p.m.
MANILA ...	"YUENSANG" Fri. 10th Oct. 2 p.m.
STRAITS & CALCUTTA ...	"LAISANG" Tues. 14th Oct. 3 p.m.
KOBE ...	"FOOKSANG" Fri. 17th Oct. D'light.

CALCUTTA LINE.—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly or passengers and cargo, calling at Hujlow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao, and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, ALL European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to
 JARDINE, MATHESON & CO., LTD.
 Telephone No. 215. General Managers.

LLOYD TRIESTINO
 S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID AND TRIESTE End of November.

First-class passenger accommodation; commodious single and double berth cabins, also Cabins with 3 berths at reduced rates.
 For further particulars apply—
 DODWELL & CO., LIMITED,
 Agents. 1122

CP & OS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama)

STEAMERS	FROM HONGKONG	DUZ VANCOUVER
Empress of Asia	Oct. 2	Oct. 20
Monteagle	Oct. 18	Nov. 12
Empress of Japan	Oct. 25	Nov. 16
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 20	Jan. 10
Empress of Russia	Dec. 25	Jan. 12

Owing to Japanese Quarantine Regulations the "Empress of Asia" October 2nd, will not call at Shanghai.

Passage Fare Hongkong to United Kingdom.

EMPERESS OF RUSSIA	Gold	EMPERESS OF JAPAN	Gold
16,850 Tons Reg.	8555	6,000 Tons Reg.	8435
EMPERESS OF ASIA	8555	6,163 Tons Reg.	8435
16,850 Tons Reg.			

Fares subject to change without notice.
 Registrations for Passage for Season 1920 now being made.

For particulars regarding passage: For freight rates and through bills of lading, call on or write to the General Agent, J. H. WALLACE, 42, Queen's Road, Hongkong.
 For freight rates and through bills of lading, call on or write to the General Agent, J. H. WALLACE, 42, Queen's Road, Hongkong.
 For freight rates and through bills of lading, call on or write to the General Agent, J. H. WALLACE, 42, Queen's Road, Hongkong.

HONGKONG

CANADIAN PACIFIC OCEAN SERVICES

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE M/S "KONG NING" (Captain Wilks), will leave the Young Tai Hing Wharf (Cannon Road West) at 5 p.m. on Sept. 5th, for WUCHOW via West River Ports.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—

BANKER & CO.

1st Floor Hotel Mansions.

or Messrs. THOMAS COOK & SONS,
 Passenger Agents.

1213

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENADE"	16th November	GENOA & LONDON
"CARNARVONSHIRE"	20th November	LONDON & ROTTERDAM
"CARDIGANSHIRE"	24th November	GENOA & LONDON
"CARMARTHENSHIRE"	28th November	LONDON & ANTWERP

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENADE"	16th November	GENOA & LONDON
"CARNARVONSHIRE"	20th November	LONDON & ROTTERDAM
"CARDIGANSHIRE"	24th November	GENOA & LONDON
"CARMARTHENSHIRE"	28th November	LONDON & ANTWERP

Movements are subject to change without notice.
 For freight or further particulars please apply to—

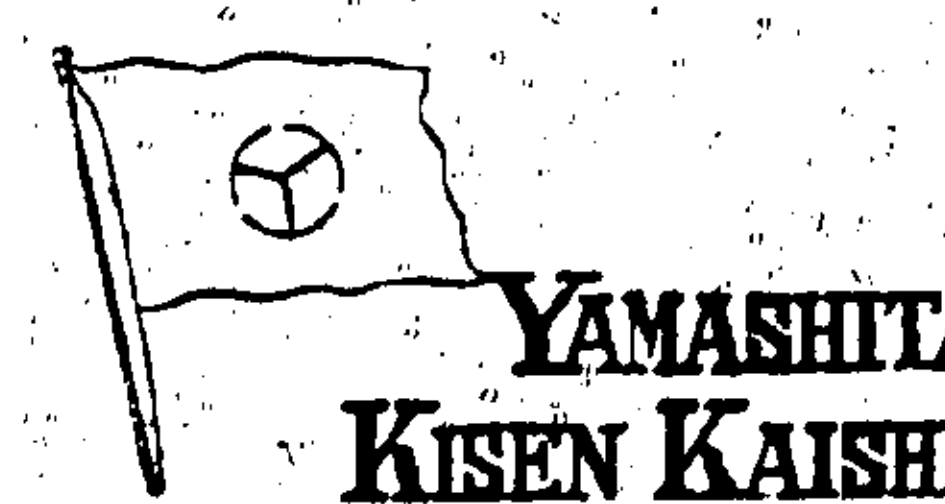
Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.;
 The Royal Mail Steam Packet Co.;
 Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

1217

Y. K. K.

YAMASHITA
KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1...	REGULAR SERVICE FOR
NANYO MARU No. 2...	FREIGHT BETWEEN
NANYO MARU No. 3...	HONGKONG, BANGKOK
RODEGAUBA-MARU...	AND OR
KYODO MARU No. 12...	SINGAPORE.
TAMON MARU No. 1...	
ASORAN MARU...	
CHIEAN MARU...	

FOR PARTICULARS PLEASE APPLY TO—
 M. KOBAYASHI,
 Agent,
 Top Floor, King's Building.
 112

TEL. 140 and 155.

THE ADMIRAL LINE.
 PACIFIC STEAMSHIP CO.
 TRANS-PACIFIC FREIGHT SERVICE.
 Operating the following U.S. Shipping Board Steamers
 For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
 (Calling at Shanghai and Kobe).
 "ICONIUM" ... Oct. 22nd.
 "SEATTLE SPIRIT" ... Oct. 25th.
 "WHEATLAND" ... Nov. 1st.
 "ENDICOTT" ... Nov. 30th.
 "CREVECOEUR" ... Dec. 20th.
 For PORTLAND direct.
 (Calling at Shanghai and Kobe).
 "HARTLAND" ... Nov. 14th.
 "NISHIMAH" ... Nov. 30th.
 "MONTAGUE" ... Dec. 15th.
 Through Bills of Lading issued to Overland Common Points.
 For Freight and Particulars apply to
THE ADMIRAL LINE.
 15th Floor, Hotel Mackinnon.
 TEL. NO. 2177 & 2478.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and AFRICAN TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHIRAZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and AFRICAN TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(RUEFFMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sail

SHANGHAI	"SINKIANG"	On 2nd Oct.	Noon
SHANGHAI & TSINGTAO	"YINGCHOW"	On 4th Oct.	4 P.M.
SWATOW and BANGKOK	"KANSHOW"	On 7th Oct.	10 A.M.
HONGKONG, FAKHOI and HOI-PHONG	"KAI-FONG"	On 7th Oct.	10 A.M.
SHANGHAI	"SHANTUNG"	On 7th Oct.	Noon

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Electric Lights and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly), and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

Telephone 38

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	FRIDAY,	3rd Oct., at 1 P.M.
"HAIKONG"	Capt. J. W. Evans	TUESDAY,	7th Oct., at 1 P.M.
"HAIKONG"	Capt. A. H. Stewart	FRIDAY,	10th Oct., at 1 P.M.

* Calling at Swatow Passengers Only.

Arrivals and Departures from the Company's Wharf (near Blakely Pier).

For Freight and Passage, apply to—

DOUGLAS LARBAIR & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUREST ROUTE.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "ECUADOR"	Oct. 8th, 1919.
S.S. "COLOMBIA"	Nov. 6th, 1919.
S.S. "VENEZUELA"	Dec. 2nd, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendance on passengers cannot be overestimated.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

COMPANY'S OFFICE in Alexander Buildings, Canton Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHYLOM, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
PRINCESSIN	21st October	22nd Nov.	1st Dec.
KHIVA	1st November	3rd Dec.	15th Dec.
NOVARA	7th Dec.	8th Jan.	17th Jan.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA	5th Oct.	25th Oct.
DUNERA	15th Nov.	29th Nov.

FOR

CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong (about)	Due Calcutta about
THONGWA	4th Oct. 1 P.M.	25th Oct.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
GREGORY APCAR	17th Oct.	26th Oct. (Kobe)
DUNERA	24th Oct.	33rd Oct. (Shanghai)
NOVARA	7th Nov.	1st Nov.

Tickets Interchangeable. P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company. 1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU	Tuesday,	14th Oct.,	at 11 a.m.
SUWA MARU (omitting Manila)	Saturday,	1st Nov.,	at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

ATSUTA MARU	Saturday,	4th Oct.,	at Noon.
SHIDZUOKA MARU	Friday,	17th Oct.,	at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Wednesday,	22nd Oct.,	at 11 a.m.
AKI MARU	Wednesday,	19th November,	

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINYU MARU	Tuesday,	21st October.
TENSHIN MARU	End of October.	

CALCUTTA & RANGOON via Singapore & Penang.

TSURUGA MARU	Saturday,	4th October.
YAMAGATA MARU	Friday,	24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Saturday,	18th Oct.,	at 11 a.m.
TANGO MARU	Saturday,	22nd Nov.,	at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TENSHIN MARU	Thursday,	2nd October.	
YOKOHAMA MARU	Thursday,	2nd Oct.,	at 11 a.m.
HOSEI MARU (omitting Shanghai)	Friday,	3rd October.	

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

WAKASA MARU (London, Antwerp & Rotterdam)	Thursday,	8th October.
DELAGOA MARU (London, Antwerp & Rotterdam)	Middle of October.	
TOYOOKA MARU (Marseilles & Liverpool)	End of October.	

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 222 & 93. S. YASUDA, Manager.

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	22,000	Oct. 3rd.
SIBERIA MARU	20,000	Oct. 10th (from Kobe)
SHINYO MARU	22,000	Oct. 28th
PERSIA MARU	9,000	Nov. 10th.
KOREA MARU	20,000	Nov. 24th.

* omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,200	Jan. 8th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES. FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SPHINX"	On or about 29th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COCHIN, BO, DJIBOUTI, SUEZ, PORT SAID	"PORTHOS"	On or about 2nd Oct.
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MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COCHIN, BO, DJIBOUTI, SUEZ, PORT SAID	"BATAVIA"	On or about 10th Oct.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

Telephone 740.

J. TOURNET,
Acting Agent,
Queen's Building.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELESTES MARU"	Tuesday	30th October.
"ALPS MARU"	End of November.	

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU"	Middle of November.
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BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU"	Saturday,	4th October.
"NANKING MARU"	Friday,	10th October.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU"	Thursday,	2nd October.
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SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"LUZON MARU"	Beginning October
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VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"CHICAGO MARU"	Friday,	3rd October.
"MANILA MARU"	Wednesday,	15th October.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU"	Thursday,	9th Oct.,	at 9 a.m.
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For KEELUNG via SWATOW and AMOY.

"KAJO MARU"	Sunday,	5th Oct.,	at Noon.
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For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	Nov. 1st.	"CHINA"	Nov. 22nd	"NILE"	Oct. 11th.
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[An unsurpassed high-class passenger service.]

O. H. RITTER Freight and Passenger Agent.
Ice House Street. Tel. 1443.

